AGENDA
VILLAGE COUNCIL MEETING
VILLAGE HALL COUNCIL CHAMBERS
226 CYPRESS LANE ■ PALM SPRINGS, FL 33461
JUNE 12, 2025
6:30 PM

COUNCIL

□ Mayor Bev Smith
□ Vice Mayor Kim Schmitz
□ Mayor Pro Tem Gary Ready
□ Council Member Joni Brinkman
□ Council Member Patti Waller

ADMINISTRATION

□ Village Manager Michael Bornstein
□ Village Attorney Christy Goddeau
□ Village Clerk Kimberly Wynn

If an individual wishes to challenge any decision made by the Council regarding any matter under consideration, they must have a copy of the proceedings. To do so, they may need to ensure that a complete and accurate record of the proceedings is available. This recording should include all testimonies and evidence that will form the basis of the appeal.

CALL TO ORDER

ROLL CALL

INVOCATION

PLEDGE OF ALLEGIANCE

ADDITIONS, DELETIONS OR MODIFICATIONS, AND APPROVAL OF AGENDA

Motion	Second	Vote

CONSENT AGENDA
(Public Comment on Consent Agenda Items is permissible prior to voting)

1. **Approval of May 8, 2025, Village Council Meeting Minutes:** Motion for the

approval of the May 8, 2025, Village Council Regular Meeting Minutes.
Staff: Kimberly Wynn, Village Clerk

2. **Resolution No. 2025-33 - Lease Agreement with Charles J. Taylor Post 4360 VFW For Use of Village Building as Clubhouse and Meeting Hall:** Motion for the approval of Resolution No. 2025-33 to enter the new Lease Agreement with Charles J. Taylor Post 4360 VFW for use of the Village Building at 222 Cypress Lane as a Clubhouse and Meeting Hall.
   Staff: Michael Bornstein, Village Manager

3. **Amendment No. 10 to the Tyler Technologies Agreement:** Motion to approve Amendment No.10 to the Tyler Technologies Agreement for $57,140 for implementation and $10,506 for annual recurring costs to include a Risk Management module for Human Resources and an Enterprise Asset Management for the Utilities Department.
   Staff: Ashley Saingilus, Human Resources Director, Paul Ward, Assistant Director of Utilities

4. **Resolution No. 2025-37 - Budget Transfer from Council Contingency FY 2025:** Motion to approve Resolution No. 2025-37 for a budget transfer of $278,985 from the Council Contingency to Information Technology and Parks and Recreation Accounts.
   Staff: Mara Frederiksen, Finance Director

5. **Approval of a Master Agreement with VC3:** Motion for approval to renew a *retroactive* Master Agreement with VC3 for an annual amount of $109,806.96 for IT services. Funds to support the proposed Agreement are proposed within the FY 2025 Budget - General Fund.
   Staff: Mara Frederiksen, Finance Director

6. **Approval of a Purchase Order with Ranger Construction for Milling and Paving Work:** Motion to approve entering into Work Order #01 with Ranger Construction Industries utilizing the Palm Beach County Engineering and Public Works Agreement Contract No. 2024050 - Milling and Resurfacing Continuing Services Construction. Funding is available from Account Number 01441-55300.
   Staff: Felipe Lofaso, Public Works Director

7. **Approval of the FDOT State Highway Lighting, Maintenance, and Compensation Agreement:** Motion for the approval of a State Highway Lighting, Maintenance, and Compensation Agreement related to all FDOT-owned lighting fixtures, as well as electricity charges from Florida Power & Light (FPL) and Lake Worth Beach Utilities, will compensate the Village $136,701.12 for the first year in addition to a 3% annual increase for the next seven years for lighting owned by both entities within the FDOT right-of-way.
   Staff: Felipe Lofaso, Public Works Director

8. **Approve Work Authorization #1- CH-U03 - Vacuum Station No. 2 Rehabilitation - Task Order No. 379 - Utilities Department – CHA Consulting, Inc.:** Motion to approve Work Authorization #1- CH-U03 (Task Order No. 379) with CHA Consulting at a cost not to exceed $177,833.42 to support all required professional engineering services and related tasks associated with Vacuum Station No. 2 Rehabilitation. Funding is available from Account # 41336-56300.
   Staff: Jimmie Johnson, Utilities Director

9. **Approve Change Order #1 – Final Reconciliation-Well No. 9 Reconstruction (Task Order No. 262) – Florida Design Drilling, LLC:** Motion for the approval of Change Order #1-Final Reconciliation (Task Order No. 262) with Florida Design Drilling, LLC, extending the contract time by 25 days plus reduce the contract price $98,237.73 to a final project price of $1,243,037.27. Funding is available for this project.
   Staff: Jimmie Johnson, Utilities Director

10. **Approve Work Authorization #1 WG-U02 - PBC Roadway Improvements from Cresthaven Boulevard to Jog Road - Utility Relocation - WGI:** Motion for the approval of Work Authorization #1 WG-U02 with Wantman Group Inc. (WGI) in the amount not to exceed $71,750.00 to support all required professional engineering services and related tasks associated with Cresthaven Boulevard Improvements from Military Trail to Jog Road(Task Order No. 385). Funding is available from the Water and Sewer Enterprise Fund at a cost not to exceed $71,750.00.
    Staff: Jimmie Johnson, Utilities Director

End of Consent Agenda....

Motion	Second	Vote

PRESENTATIONS

11. **Legislative Updates from Representative Debra Tendrich**
    Staff: Kimberly Wynn, Village Clerk

PUBLIC COMMENT (Three-minute limit)

REGULAR AGENDA

12. **Resolution No. 2025-34- Authorization to Complete work utilizing Innovate-AV to upgrade ports in the Council Chambers:** Motion for the approval of Resolution No. 2025-34 to authorize the completion of work utilizing Innovate-AV as a Best Interest to upgrade the audio-visual ports in the Council Chambers for an amount not to exceed $42,943.09. Funding is available from FY 2025 Budget - General Fund as adopted/amended.

Staff: Mara Frederiksen, Finance Director

Motion	Second	Vote

PUBLIC HEARINGS

13. ***(Second Reading)*** **Ordinance No. 2025-02 - Comprehensive Plan Amendment - Mobility Plan:** Motion for the approval of Ordinance No. 2025-02 to amend the Comprehensive Plan of the Village of Palm Springs to modify the Transportation and Mobility Element to adopt a Mobility Plan by reference and to add new goals, objectives and policies that are consistent with the adopted Mobility Plan and with Florida Statutes in order to establish an alternative transportation system.
Staff: Kimberly Glas-Castro, Assistant Village Manager

Motion	Second	Vote

14. **Resolution No. 2025-35 Adoption of the Village of Palm Springs 2045 Mobility Plan and Village of Palm Springs Mobility Fee Technical Report:** Motion for the approval of Resolution No. 2025-35 to adopt the Village of Palm Springs 2045 Mobility Plan and the Village of Palm Springs Mobility Fee Technical Report.
Staff: Kimberly Glas-Castro, Assistant Village Manager

Motion	Second	Vote

15. **Resolution No. 2025-36 - Adoption of Safe Streets for All Vision Zero Action Plan:** Motion for the approval of Resolution No. 2025-36 to adopt the Vision Zero Action Plan (VZAP) that develops a comprehensive safety improvement framework for the Village before 2030.
Staff: Felipe Lofaso, Public Works Director

Motion	Second	Vote

16. ***(First Reading)*** **Ordinance No. 2025-04- Village Code Amendment - Chapter 34, Division 14 - Mobility Fees:** Motion to approve Ordinance No. 2025-04 to amend Chapter 34 of the Village Code of Ordinance to adopt a mobility fee schedule.
Staff: Kimberly Glas-Castro, Assistant Village Manager

Motion	Second	Vote

17. **Approval of Demonstration Grant Application through the USDOT for the Safe Streets:** Motion for the approval to submit the Demonstration Grant Application through the United States Department of Transportation (USDOT) in the amount of $464,000, with a local match of $116,000, for a total project cost of $580,000 for the Safe Streets.
    Staff: Felipe Lofaso, Public Works Director

Motion	Second	Vote

18. ***(Second Reading)*** **Ordinance No. 2025-03 - Updates to the Land Development Regulations:** Motion to approve Ordinance No. 2025-03, which proposes to amend the Land Development Regulations and Official Zoning Map to implement the Comprehensive Plan, based on the Evaluation and Appraisal Report (EAR) conducted in 2024. This amendment aims to comply with Florida law and implement the new Vision.
    Staff: Iramis Cabrera, PZB Director

Motion	Second	Vote

19. ***(Quasi-Judicial Hearing)*** **Resolution No. 2025-38 - Site Development Plan Amendment (SPR25-05) and Special Exception Use (PSSE25-03) - Iglesia Cristo Misionera de WPB Inc. - 4340 Diamond Road:** Motion to recommend approval of an application submitted by Mr. Juan Gonzalez, agent for the owner, Iglesia Cristo Misionera de WPB Inc "Applicant," seeks approval from the Village Council for a Site Development Plan Amendment (SPR25-05) and concurrently requests a Special Exception Use (PSSE25-03) to allow the use of the property as a place of worship with a maximum of 140 seats located at 4340 Diamond Road.
    Staff: Iramis Cabrera, PZB Director

Motion	Second	Vote

20. **Resolution No. 2025-39 - Stormwater Non Ad-Valorem Assessment Rates - FY 2025:** Motion for the approval of Resolution No. 2025-39, setting the preliminary Non Ad-Valorem assessment rates for Fiscal Year 2025-2026 for stormwater management assessments for each parcel within the area benefited, other than the non-assessed property.
    Staff: Felipe Lofaso, Public Works Director

Motion	Second	Vote

21. **Resolution No. 2025-40 - Preliminary Garbage Non Ad-Valorem Assessment Rates - FY 2025:** Motion for the approval of Resolution No. 2025-40; adopting the preliminary non-ad valorem assessment roll for Fiscal Year 2025-2026 to provide a uniform method for collecting the non-ad valorem assessment for garbage, trash and recyclables collection services and related services on the Palm Beach County Tax Notices.

    Staff: Felipe Lofaso, Public Works Director

Motion	Second	Vote

22. **Resolution No. 2025-41 - Approval of a Sign Variance for Municipal Complex Entrance Sign - LED Message Board Monument Sign at the Davis Road and Village Hall Entrance:** Motion for the approval of Resolution No. 2025-41 to approve an application submitted by Mr. Felipe Lofaso, Public Works Director for the Village of Palm Springs for three (3) Sign Variances (PSV25-07, PSV25-08, and PSV25-09), to replace the existing electronic monument sign with another freestanding monument sign with LED messaging board for public announcements to be located at the Village Municipal Complex entrance at 226 Cypress Lane.

    Staff: Felipe Lofaso, Public Works Director, Iramis Cabrera, PZB Director

Motion	Second	Vote

ACTIONS AND REPORTS

VILLAGE MANAGER COMMENTS

VILLAGE COUNCIL COMMENTS

ADJOURNMENT

NEXT MEETING
THURSDAY, JULY 10, 2025, AT 6:30 PM
(IMMEDIATELY FOLLOWING THE CRA SPECIAL MEETING)

Village of Palm Springs

Title VI/Nondiscrimination Policy

I. Policy Statement:

The Village of Palm Springs values diversity and welcomes input from all interested parties, regardless of cultural identity, background, or income level. Moreover, the Village believes the best programs and services result from careful consideration of the needs of all its communities and when those communities are involved in the decision-making process. The Village does not tolerate discrimination in any of its programs, services, or activities. Pursuant to Title VI of the Civil Rights Act of 1964 and other federal and state authorities, the Village will not exclude from participation in, deny the benefits of, or subject to discrimination anyone on the grounds of race, color, national origin, sex, age, disability, religion, or family status.

II. Persons with Disabilities:

Section 504 of the Rehabilitation Act of 1973, the Americans with Disabilities Act of 1990 (ADA) and related federal and state laws and regulations forbid discrimination against those who have disabilities. These laws require federal-aid recipients and other government entities to take affirmative steps to reasonably accommodate those with disabilities and ensure that their needs are equitably represented.

The Village will make every effort to ensure that its facilities, programs, services, and activities are accessible to those with disabilities. The Village will also make every effort to ensure that its advisory committees, public involvement activities and all other programs, services and activities include representation by communities with disabilities and disability service groups.

The Village encourages the public to report any facility, program, service, or activity that appears inaccessible to those who are disabled. Also, the Village will provide reasonable accommodation to individuals with disabilities who wish to participate in public involvement events or who require special assistance to access facilities, programs, services, or activities. Because providing reasonable accommodation may require outside assistance, the Village asks that requests be made at least three (3) business days prior to the need for accommodation. Questions, concerns, comments, or requests for accommodation should be made to the Village ADA Officer:

Name: Ashley Saingilus, Human Resources Director
Address: 226 Cypress Lane, Palm Springs, FL 33461
Email: asaingilus@vpsfl.org
Phone: (561) 584-8200 Ext. 8421

III. Complaint Procedures:

The Village has established a discrimination complaint procedure and will take prompt and reasonable action to investigate and eliminate discrimination when found. Any person who believes that he or she has been subjected to discrimination based upon race, color, national origin, sex, religion, age, disability or family status in any Village program, service or activity may file a complaint with the Village Title VI/Nondiscrimination Coordinator:

Name: Janette Piedra, Human Resources Manager
Address: 226 Cypress Lane, Palm Springs, FL 33461
Email: jpiedra@vpsfl.org
Phone: (561) 584-8200 Ext. 8422

VILLAGE COUNCIL MEETING MINUTES,
VILLAGE HALL COUNCIL CHAMBERS
226 CYPRESS LANE ▪ VILLAGE OF PALM SPRINGS, FLORIDA
MAY 8, 2025 AT 6:30 PM

CALL TO ORDER

Mayor Bev Smith called the Village Council Regular meeting to order at 6:30 p.m.

ROLL CALL

Present: Mayor Bev Smith, Vice-Mayor Kim Schmitz, Mayor Pro Tem Gary Ready, and Council Member Patti Waller

Absent: Council Member Joni Brinkman,

Also Present: Village Manager Michael Bornstein, Village Attorney Christy Goddeau, Village Clerk Kimberly M. Wynn, Assistant Village Manager Kim Glas-Castro, Assistant Police Chief Peter Buhr, Sergeant-In-Arms, Planning, Zoning, and Building Director Iramis Cabrera, Assistant Utilities Director Paul Ward, Public Works Director Felipe Lofaso, Assistant Public Works Director Timothy Crespo, Director of Library Services Jossie Maliska, Children's Librarian Ashley Calderon, Claudia Ruiz, Administrative Assistant (Library Services) Parks and Recreation Assistant Director Lauren Bennett, and Special Events Coordinator Emeric JeanCombe.

INVOCATION

The Village Manager, Mr. Bornstein delivered the Invocation.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by two minor residents, Max and Josh.

ADDITIONS, DELETIONS OR MODIFICATIONS, AND APPROVAL OF AGENDA

There were no suggested Additions, Deletions, or Modifications to the Agenda.

Mayor Pro Tem Ready moved for the approval of the Agenda as presented. Vice-Mayor Schmitz seconded the approval. The said motion carried 4-0.

CONSENT AGENDA

1. **Approve April 10, 2025, Village Council Regular Meeting Minutes: Motion for the approval of April 10, 2025, Village Council Regular Meeting Minutes**
   Staff: Kimberly Wynn, Village Clerk

2. **Resolution No. 2025-28 to Submit the Transportation Alternative Grant Application for 2nd Avenue North Complete Streets Improvements Project - FDOT: Motion to approve Resolution No. 2025-28 to submit the Transportation Alternatives Grant Application for $1,500,000 through the Transportation Planning Agency (TPA) to the Florida Department of Transportation (FDOT) for sidewalk, ADA, and mobility improvements along 2nd Avenue North.**
Staff: Felipe Lofaso, Public Works Director

SUMMARY: The Village is improving the infrastructure on 2nd Avenue North between Congress Avenue and Lake Worth Road. This area is within the Community Redevelopment Agency (CRA) District and will be redeveloped in the future. The Village's Vision Zero Action Planning and Mobility Planning efforts guide improvements to the road, drainage system, and pedestrian facilities.

The Transportation Planning Agency (TPA) provides grants for projects that improve mobility and support walking. The Public Works Department submitted a grant application for $1,500,000 for sidewalk, ADA, and mobility improvements along 2nd Avenue North.

On March 11, 2025, the Planning and Zoning Board reviewed the project and approved it to move forward to the Village Council for further support, including operation and maintenance. The Florida Department of Transportation (FDOT) is funding the Transportation Alternatives grant through the Transportation Planning Agency.

The staff are now asking the Village Council for support for this project.

Fiscal Impact: If approved, the Village may receive a total of $1,500,000 from the TPA's Transportation Alternatives grant program to be utilized to fund construction-related improvements on 2nd Avenue North.

3. **Correction to Work Authorization #2 to Keshavarz and Associates (Task Order #383): Motion to approve a corrected Work Authorization #2 to Keshavarz & Associates (Task Order #383) for the 2nd Avenue North Complete Streets project.**
Staff: Felipe Lofaso, Public Works Director

SUMMARY: On March 13, 2025, the Council approved Consent Agenda Item #8, which awarded Work Authorization #02 to Keshavarz and Associates for the development of conceptual design plans for the 2nd Avenue North Complete Streets project. It was noted that the Executive Brief mistakenly referenced Task Order #311 in the Village's accounting system. The correct

Task Order number for this project is TO #383.

Fiscal Impact: There is no fiscal impact for this item as it is an administrative correction to a previously approved agenda item.

4. **Resolution No. 2025-32 Approval of the piggyback agreement for the purchase of Village employee uniforms with the Bob Barker Company: Motion to approve Resolution No. 2025- 32 to enter a piggyback agreement with Bob Barker Company utilizing the State of Florida Department of Management Service contract (#23-53100000) for the procurement of Village uniforms Village Wide use. The utilization of the agreement will not culminate in a single department exceeding $35,000.00. Future projects with estimated costs exceeding $35,000 will be presented to the Village Council for approval.**
Staff: Felipe Lofaso, Public Works Director

SUMMARY: The Village currently rents uniforms through Unifirst for staff who work in the field and are required to wear a uniform. Per the Union contract, the Village must provide eight (8) bottoms (pants/shorts) and shirts for field staff to wear to work. Through analysis and discussion by the Department heads, the current method of providing these uniforms through a rental process has become cumbersome administratively and resulted in higher and unanticipated costs. Staff have reviewed alternative options for providing uniforms to field workers and have determined that purchasing these items outright is the most efficient and cost-effective way to furnish these items.

Upon review of vendors that offer purchase options, staff reviewed several contracts that currently exist and determined that the State of Florida Department of Management Service contract (#23- 53100000) contained the best option to piggyback. Staff are recommending piggybacking the State of Florida agreement with the Bob Barker Company (awarded vendor) for the procurement of Village uniforms. Each department will work with the vendor to identify the clothing type and quantity for purchase, per Union contract. Collectively, the Village may exceed the $35,000 procurement threshold. Therefore, the approval of this piggyback agreement will authorize the Village to procure uniform items from the Bob Barker Company through the State of Florida agreement. The utilization of this agreement will not culminate in a single department exceeding $35,000.00. Should that occur, the department will bring the item back to council for approval.

Fiscal Impact: The piggyback agreement with the Bob Barker Company through the State of Florida Department of Management Services will be utilized by all Village Departments and is estimated to exceed $35,000 collectively for the Village. The purchase of clothing goods for employee uniforms will be funded through each Department's "Uniform" operating budget. Should a department near the threshold of exceeding $35,000, they will bring it back to the Council for approval of the spend.

5. **Resolution No. 2025-31 - Contract Award – ITB No. 2025B-008 - RL Pratt WTP Lime Slurry System Replacement (TO No. 339) - Utilities Department - Florida Design Contractors LLC.: Motion to approve Resolution No. 2025-31 to enter into an Agreement with Florida Design Contractors, LLC for $1,411,000.00 to include demolishing the existing system, relocating two (2) lime slurry tanks, installing a new slurry/feeder system and pumps, installing a new Control System, and making all necessary electrical, piping, and SCADA modifications. Funding is available from the Utilities Department FY 2025 Budget Funded - Water & Sewer Enterprise Fund.**
Staff: Andre Sanatan, Project Coordinator

SUMMARY: The Village owns and operates the RL Pratt Water Treatment Plant, which utilizes a lime slurry system to soften the finished potable water. The current system is nearing the end of its useful life, and the Village needs to replace it. This will include demolishing the existing system, relocating two (2) lime slurry tanks, installing a new slurry/feeder system and pumps, installing a new Control System, and making all necessary electrical, piping, and SCADA modifications.

The Utilities Department advertised the project for bid on March 31, 2025, and received three (3) proposals. After reviewing these proposals, the Village recommends awarding the contract to Florida Design Contractors, LLC., identified as the lowest, most responsive, and responsible bidder, with a project cost not to exceed $1,411,000.00. This project will be funded through the Utilities Department FY 2025 Budget Funded - Water & Sewer Enterprise Fund.
Bid Proposals:

1. Florida Design Contractors, LLC - $1,411,000.00
2. Lawrence Lee Construction Services, Inc. - $1,564,000.00
3. RF Environmental Services, Inc. - $1,766,000.00

Fiscal Impact: The agreement with Florida Design Contractors, LLC., for the RL Pratt WTP Lime Slurry System Replacement (TO No. 339) will be funded by Account No. 41336-56300 at a cost not to exceed $1,411,000. The FY2025 approved budget for this project is $895,000.00 and therefore the funding shortfall will derive from a redistribution of funds from the same account.

6. **Approve Work Authorization #1- HE-U17 – Adcock Lane Septic to Sewer - Task Order No. 375: Motion for the approval of Work Authorization #1-HEU17 [Task Order No. 375] with Holtz Consulting Engineers, Inc., to support all required professional engineering services associated with Adcock Lane Septic to Sewer (TO No. 375) at a cost not to exceed $44,975.00.** Staff: Jimmy Johnson, Utilities Director

SUMMARY: The designated Area 4 in the Villages Septic to Sewer Master Plan is a residential community located along Adcock Lane. This transition from septic to sewer infrastructure aims to enhance environmental sustainability, improve water quality, and modernize wastewater management for residents. A key advantage of this initiative is the presence of an existing gravity sewer main within the right of way of Lake Worth Road, which provides an optimal connection point for the proposed gravity sewer system, ensuring efficient integration and long-term reliability.

The Village Council is requested to approve Work Authorization #1 - HE-U17 at a cost not to exceed $44,975.00 to support all required professional engineering services and related tasks associated with Adcock Lane Septic to Sewer (TO No. 375) by Holtz Consulting Engineers, Inc., the Village's contracted engineering firm. This project will be funded through the Utilities Department FY 2025 Budget Funded - Water & Sewer Enterprise Fund.

Note: The Village issued a Request for Qualifications (RFQ) for Professional Engineering Services (RFQ #2024R-001 - Utility Engineering Services Continuing Contracts) in accordance with the Consultants Competitive Negotiation Act (CCNA) - Section 287.55, Florida Statutes.

The Village has worked with the proposed vendor previously and received excellent service and a quality product.

Fiscal Impact: Funding to support purchases under this proposed agreement is available within the FY 2025 Budget - Water & Sewer Enterprise Fund. The Village will not expend more than the amount in the approved Budget as it may be adopted/amended each year for those goods and services over the term of this contract.

7. **Approve Work Authorization #1- HE-U16 - WW1-1 Transmission System Improvements Canal L-9 Kirk Road to Ida Way Task Order No. 380 - Utilities Department - Holtz Consulting Engineers, Inc.: Motion for the approval of Work Authorization #1-HE-U16 (Task Order No. 380) with Holtz Consulting Engineers, Inc., to support all required professional engineering services associated with WW1-1 Transmission System Improvements Canal L-9 Kirk Road to Ida Way (TO No.380) at a cost not to exceed $424,555.00.**
   Staff: Jimmy Johnson, Utilities Director

   SUMMARY: This proposed project is intended to improve existing transmission system capacity by upsizing force main pipes which currently experience surplus velocity and head losses, and in some cases present an opportunity to also replace obsolete materials. This project totals approximately 4,250 ft of 12-inch force main, inclusive of the following general areas: L-9 Canal from Ida Way Pump Station (PS-16) to Kirk Road.

The Village Council is requested to approve Work Authorization #1 - HE-U16 at a cost not to exceed **$424,555.00** to support all required professional engineering services and related tasks associated with WW1-1 Transmission System Improvements Canal L-9 Kirk Road to Ida Way (TO No. 380) by Holtz Consulting Engineers, Inc., the Village's contracted engineering firm.

Note: The Village issued a Request for Qualifications (RFQ) for Professional Engineering Services (RFQ #2024R-001 - Utility Engineering Services Continuing Contracts) in accordance with the Consultants Competitive Negotiation Act (CCNA) - Section 287.55, Florida Statutes.

The Village has worked with the proposed vendor previously and received excellent service and a quality product.

Fiscal Impact: The Work Authorization with Holtz Consulting Engineers, Inc., for the WW1-1 Transmission System Improvements Canal L-9 Kirk Road to Ida Way (TO No.380) will be funded from account No. 41336- 56300 at a cost not to exceed $424,555.00.

The FY2025 approved budget for this project is $305,000.00 and therefore an internal budget transfer to support this proposed cost above the budgeted amount may be completed within the Water and Sewer Enterprise Fund at a later date.

8. **Resolution No. 2025-29 - Approve Stipulated Agreement 3395 2nd Avenue North and Budget Transfer: Motion for the approval of Resolution No. 2025-29 to enter a stipulated agreement to proceed with the purchase of the property at 3395 2nd Avenue North for the negotiated price of $820,000, amending the budget to allocate funds from ARPA in the amount of $1,083,958.00 to the General Fund.**
Staff: Mara Frederiksen, Finance Director

SUMMARY: The Village has expressed an interest in procuring real property located at 3395 2nd Ave N Drive (PCN 70-43-44-19-20-057-0080). Roy J. Foster, Executive Director FHLC, Inc. and Stated Clerk is the official agent and owner's representative and has agreed to the terms and price for the purchase of the property. The objective is to acquire the site for municipal use.

The staff is seeking the Village Council's authorization to proceed with the purchase of the property at the negotiated price of $820,000 + $263,958 contingency for any demolition or costs that occur related to the property. The Village Attorney and the Village Manager have evaluated the terms of the agreement.

Budget Amendment to allocate funds from ARPA in the amount of $1,083,958.00 to the General Fund.

Fiscal Impact: Purchase price of $820,000 is being covered through a budget transfer from ARPA (interest earned).

9. **Temporary License Agreement for Phantom Fireworks - 2822 Forest Hill Boulevard - Tow (2) Temporary-Seasonal Storage Container for Five (5) Years: Motion to approve a Temporary License Agreement with Phantom Fireworks at 2822 Forest Hill Boulevard to allow a total of two (2) storage containers during 4th of July holiday season and the New Year's Eve season to provide additional storage inventory.**
Staff: Iramis Cabrera, PZB Director

SUMMARY: Mr. William A. Weimer, agent for the owner of Phantom Fireworks Showrooms LLC, is requesting temporary license approval to allow a total of two (2) storage containers during two separate holiday seasons to provide additional storage inventory.

The applicant requests approval of a five (5) year Temporary License Agreement with the Village to install two (2) storage containers through the 4th of July holiday season and the New Year's Eve season. The request is as follows:

1. 4th of July season - place two (2) storage containers 8' wide x 40' long from April 1 to July 10 (100 days)
2. New Year's Eve season - place 2 storage containers 8' wide x 40' long from November 1 through January 10 (70 days).

Note: The Village's Code - Section 34-829 - Temporary licensing of specific uses, provides that notwithstanding any other provision of this subdivision, including section 34-823, the PZ&B Director, or as provided in this section, the Village Council, for good cause shown, may grant a temporary license for an establishment in the CG district, not exceeding five (5) years from the approval date, renewable at the option of the Village, for specific uses identified in this subdivision.

The license term is five (5) years and is limited to the two holiday seasons of April 1 through July 10 and November 1 through January 10. The license shall commence on April 1, 2025, and terminate on January 10, 2030. The license shall become effective upon approval by the Planning, Zoning, and Building Director. After each of the two holiday seasons (July 10 and January 10, respectively), the temporary storage units should be removed from the property without notice from the Village.

The staff maintains that Phantom Fireworks' utilization of two (2) storage containers is not an issue. The request for a temporary license has been brought to the Village Council for consideration and input before administrative action by the Planning, Zoning & Building Director, and to ensure that the proposed request complies with the desires of the Village

Council regarding temporary and accessory uses.

Fiscal Impact: The proposed request does not have a direct fiscal impact on the Village.

10. **Approval of Joseph L. Fallon Scholarship Awards: Motion for approval to award ten (10) student scholarship checks for $1,000 each for the Joseph Fallon Scholarship Award. Funding for the proposed awards is available within the FY2025 Budget-General Fund.**
Staff: Josefina Maliska, Library Services Director

SUMMARY: Each year, the Village of Palm Springs awards scholarships to selected high school seniors. Applicants are evaluated based on financial need, grades, experience and personal appraisal by a committee representing the Village. In 1996, the annual Village scholarship was named in memoriam for Palm Springs resident and library volunteer Joseph Fallon, who passed away suddenly during his senior year at John I. Leonard High School.

This year the Village Council is requested to approve the committee-selected scholarship to ten (10) local high school students. The Village Council had budgeted $6,000 to fund six (6) scholarships. The Scholarship Committee requested an additional four (4) scholarships be awarded due to the excellence of all the applicants. The Village Manager administratively approved the budget transfer of $4,000, for a total of $10,000.

The Scholarship Committee recommends awarding ten (10) students each with a $1,000 award for the 2025 Joseph L. Fallon Scholarship Award.

The recommended 2025 Fallon Scholarship winners are:
- Cutely Zhao
- Muhammad Athar
- Arianna Iacenda
- Marlie M. Leonard
- Caleb J. Berrios
- Kane A. Muehlebach
- Catherine Owens
- Leah Rodriguez-Hernandez
- Jimena Galvez-Sobral
- Hayden X. Castro

Fiscal Impact: Funding for the proposed awards is available within the FY2025 Budget-General Fund.

11. **Proclamation: Recognizing Building Safety Month - May 2025**
Staff: Kimberly Wynn, Village Clerk
Mayor Smith acknowledged the Planning, Zoning and Building Department.

12. **Proclamation: Recognizing Municipal Clerk Week - May 04–10, 2025.**
    Staff: Kimberly Wynn, Village Clerk
    Mayor Smith acknowledged the Clerk's Department.

13. **Proclamation: Recognizing Drinking Water Week - May 04-10, 2025.**
    Staff: Kimberly Wynn, Village Clerk
    Mayor Smith acknowledged the Utilities Department.

14. **Proclamation: Recognizing Police Week May 11-17, 2025 and Peace Officer Memorial Day - May 15, 2025.**
    Staff: Kimberly Wynn, Village Clerk
    Mayor Smith acknowledged the Police Department.

15. **Proclamation: Recognizing Public Works Weeks - May 18-24, 2025.**
    Staff: Kimberly Wynn, Village Clerk
    Mayor Smith acknowledged the Public Works Department.

End of Consent Agenda....

Mayor Smith offered the Council and public an opportunity to speak on Consent Agenda Items. There were no comments. Council Member Waller made a motion to approve the Consent Agenda as presented. Mayor Pro Tem Ready seconded the motion. The said motion carried 4-0.

PRESENTATIONS

16. **Presentation of Trophy Award to Clifford O. Taylor/Kirklane Elementary School - Book Wars Challenge Winners**
    Staff: Josefina Maliska, Library Services Director

    SUMMARY: The Palm Springs Public Library is presenting the 2nd annual award to the winning school of the Book Wars challenge. This trophy is awarded to Clifford O. Taylor Elementary School for reading the most pages during this exciting and fun challenge. During this challenge, the 3rd graders read 54,338 pages which were reported weekly over a 4-week course.

    Ms. Calderon presented this item. She introduced the Principal of Clifford O' Taylor/ Kirklane Elementary School, Orlando Mastrapa, to accept the Book Wars Challenge Award. The award was presented to the third-graders for meeting and exceeding their reading goals. The third grade class read 54,338 pages over a four-week course, which surpassed their goal of 50,000 pages. The competition encouraged the students to read more.

    Mr. Mastrapa thanked the Council for their support and hosting the event. Mayor Smith presented him with a trophy.

    Mayor Smith noted that Kirklane Elementary is one of the largest Elementary Schools in Palm Beach County.

17. **Presentation- Joseph L. Fallon Scholarship Awards - Ten (10) Scholarship Awards**

Staff: Josefina Maliska, Library Services Director

SUMMARY: Each year, the Village of Palm Springs awards scholarships to selected high school seniors who live within the Village. In 1996, the annual Village scholarship was named in memoriam for Palm Springs resident and library volunteer Joseph Fallon, who died suddenly during his senior year at John I. Leonard High School.

This year, the Village Council is expected to present ten (10) Joseph L. Fallon Scholarship awards to applicants based on financial need, grades, experience and personal appraisal. The recommended 2025 Fallon Scholarship winners include:

- **Muhammad Athar:** Muhammad is a student at John I. Leonard High School and plans to attend the University of Florida in Gainesville, FL. His major is Computer Science.
- **Caleb J. Berrios:** Caleb is a student at Suncoast High School and plans to attend University of Central Florida in Orlando, FL. His major is Biology/Botany.
- **Hayden X. Castro:** Hayden is a student at Palm Beach Central High School and plans to attend Florida Atlantic University in Boca Raton, FL. His major is Mechanical Engineering.
- **Jimena Galvez-Sobral:** Jimena is a student at Trinity Christian Academy and plans to attend University of Central Florida in Orlando, FL. Her major is Pre-law.
- **Arianna Iacenda:** Arianna is a student at John. I. Leonard High School and plans to attend Florida Atlantic university in Boca Raton, FL. Her major is Biology.
- **Marlie M. Leonard:** Marlie is a student at Palm Beach Central High School and plans to attend University of South Florida in Tampa, FL. Her major is Engineering.
- **Kane A. Muehlebach:** Kane is a student at John I, Leonard High School and plans to attend Palm Beach State college in Lake Worth, FL. His major is Chemical Engineering.
- **Catherine Owens:** Catherine is a student at G-Star School of the Arts and plans to attend Palm Beach State College in Lake Worth, FL. Her major is Crime Scene Technology.
- **Leah Rodriguez-Hernandez:** Leah is a student at the Atlantic Christian Academy and plans to attend the University of North Florida in Jacksonville, FL. Her major is Biology.
- **Cutely Zhao:** Cutely is a student at John I. Leonard High School and plans to attend New York University in New York City. Her major is Biology.

The Fallon Scholarship Committee met on April 14, 2025, and recommended approval of ten (10) scholarship awards to local high school students to assist with their plans to attend college.

The Village Council is expected to approve this recommendation on May 8th, 2025 and, if approved, will present each scholarship recipient with a check during the May 8, 2025, Village Council Meeting.

Mayor Smith gave the background of the Fallon Scholarship Award and gave each of the recipients their scholarship checks and awards. Council Member Waller gave comments about the amazing essays received. She invited them to come back to talk about their success.

Fiscal Impact: Funding to support the proposed awards is available within the FY2025 Budget - General Fund.

18. **Presentation of Awards to Winners from Taco Fiesta Event**
Staff: Juan Ruiz, Director of Parks and Recreation

SUMMARY: Winning vendors will be presented with awards in two categories - "Traditional Taco of the Year" and "Fusion Taco of the Year." The winner of "Traditional Taco of the Year" is Tazo Tacos. The winner of "Fusion Taco of the Year" is Tacos La Florida. Congratulations to both winners.

Mr. Jeancombe, Mrs. Bennett, and the Taco Fiesta Event Coordinator, Jose Menendez, presented this item. He explained there were two judged events and taco eating categories.

PUBLIC COMMENT

Battalion Chief Rodriguez thanked the Council and discussed a new program being implemented that will improve emergency response times in the area. It is a program that will happen within the fire trucks and fire engines. The lights within the Village's district from Lake Worth Road to Okeechobee Road. Whenever the fire truck is responding to an emergency call, the lights will preemptively change prior to the emergency vehicle arriving to push vehicles out of the way. This should improve response times.

Chief Rodriguez reported the response times were low. He gave an update on Fire Rescue events and the smoke detector/carbon monoxide program.

Mr. Jim Fallon apologized for his tardiness and gave comments about the Fallon Scholarship. He presented the plaque to the Council and congratulated the recipients.

REGULAR AGENDA

19. **Appointment to the Planning and Zoning Board: Motion to nominate for appointment two (2) regular members, and one (1) Junior Alternate Member to the Planning & Zoning Advisory Board to serve a three-year term that expires May 14, 2028.**
Staff: Kimberly Wynn, Village Clerk

SUMMARY: Two (2) regular board members, Richard Hughes, Ralph Lashells, and Junior Alternate board member Ralph Wiles, have terms which will expire on May 14, 2025. These dedicated individuals desire to continue their valuable Planning and Zoning service on the Advisory Board. Our community greatly benefits from their continued involvement. In addition, Amado Puentes has submitted an application to serve on the Planning and Zoning Advisory Board.

The Village Council is requested to appoint two (2) regular members and one alternate member to the Planning and Zoning Board to serve a three-year term that will expire on May 14, 2028.

The Village Clerk, Ms. Wynn presented this item. She advised that there were four applications received by the Planning and Zoning Board. The staff requires the Council to reappoint or appoint three members to the Planning and Zoning Board.

Mayor Pro Tem Ready moved to reappoint Ralph Lashells, Richard Hughes, and Ralph Wiles to the Planning and Zoning Advisory Board to serve a three-term. Vice Mayor Schmitz seconded the motion. The said motion carried 4-0.

Fiscal Impact: There is no direct financial impact.

20. **Resolution No. 2025- 06 Modification to Purchase Order No. 250291 - Task Order #368 as a Best Interest Acquisition for Library Shelving Installation Project - R. George & Associates Inc.: Motion to approve Resolution No. 2025-06 to modify a Purchase Order No. 250291 with R. George & Associates Inc. as a Best Interest Acquisition (Section 58-11) for an amount not to exceed $19,064.06 for the Library Shelving Installation Project, bringing the total project cost to $51,986.26. Funding is available from #01771-56300.**
Staff: Josefina Maliska, Library Services Director

SUMMARY: The Village of Palm Springs Public Library has an approved purchase order with R. George & Associates Inc. for the installation of acrylic end panels on the library's book shelving, located at 217 Cypress Lane. The total cost of this work is $32,922.20. However, during the pre- installation meeting, the staff identified a discrepancy regarding the project's scope.

Specifically, there was a misalignment between the originally defined project requirements and the current conditions.

To guarantee the structural integrity of the library bookshelves, it is necessary to amend the original plan. The Library staff require the addition of laminate end panels for the structural durability of the existing shelving. Without these changes, quality, and overall effectiveness may be jeopardized. The adjustment meets the necessary structural standards in alignment with our organizational obligations.

The Village Council has requested to approve the modification to Purchase Order No.250291-Task Order #368 due to unforeseen circumstances that emerged. While we acknowledge that the recommended competitive solicitation process was not initially utilized, subsequent progress has necessitated the Purchase Order modification that will result in an increase of $19,064.06 for a total value of $51,986.26, which exceeds the established purchasing limit. After careful review and evaluation, Village staff recommend the approval of the modification to the purchase order as a best interest acquisition (Sec. 58-11) for the Village.

Ms. Maliska presented her item. She explained that the Village of Palm Springs Public Library completed a purchase order with R. George & Associates Inc. for the installation of acrylic end panels on book shelving, costing $32,922.20. During a pre-installation meeting, it was revealed there was a discrepancy in the project's scope, necessitating the addition of laminated end panels for structural durability. This required a modification to Purchase Order No.250291-Task Order #368, to increase the total cost to $51,986.26, which exceeded the purchase limit. The Village Council is requested to approve this modification as a best interest acquisition for the Village.

Mayor Smith offered the Council and public an opportunity for further comment. There were no further comments. The Village Attorney, Mrs. Goddeau read the title of the caption to the record.

Council Member Waller motioned for the approval of Resolution No. 2025-06. Vice Mayor Schmitz seconded the motion. The said motion carried 4-0.

Fiscal Impact: The project requires an increase in amount to Purchase Order No. 250291 and Task Order #368 with R. George & Associates Inc, at a cost not to exceed $19,064.06. It is being funded from account #01771-56300, The original purchase order amount was $32,922.20 for a modified total of $51,986.26.

21. **Resolution No. 2025-27 - Authorization to Purchase Network Switches and Routers as Best Interest Acquisitions-Village Wide - Trifecta, LLC: Motion to approve Resolution No. 2025-27 to authorize the purchase and**

installation of twenty (20) Network Switches with Trifecta as the Best Interest Acquisition (Section 58-11) for an amount of $83,036.00.
Staff: Mara Frederiksen, Finance Director

SUMMARY: The Village has a need to purchase and install Network switches and Routers due to the Police Expansion along with others within the Village. The Village has explored NCPA and NASPO contracts to purchase these Network Switches and purchasing directly through Trifecta is in the Best Interest of the Village. The Village currently has 22 Network switches and Trifecta covers the lifetime warranty on them (approximately 7 years). A one-year warranty typically costs $350 per switch. By utilizing the Direct Purchase from Trifecta, the Village saves money and extends the warranty for the life of the switch.

The Information Technology Department has received a quote from Trifecta for the amount of $83,036.00 to purchase and install twenty (20) Network Switches, which would include lifetime warranties on all Switches. This price is approximately 50% lower by purchasing directly from the Vendor rather than utilizing the aforementioned contracts. In addition, the Assistant Information Technology Director was able to negotiate a $500 savings on each Switch because we are purchasing in a large quantity.

The Village's Purchasing Code, Section 58-11, Best interest acquisitions, provides that the Village may acquire or contract for non-real property, goods or services without utilizing the competitive selection purchase requirements where the Village Council declares by at least a four-fifths (4/5) affirmative vote that the competitive selection process is not in the best interest of the Village. The Village Council shall make specific factual findings that support its determination, and such contracts shall be placed on the regular village council agenda. This provision may not be used to contract for goods or services which such a contract would exceed the limits set forth in F.S. §§ 287.055 or 255.20, as amended.

If approved, the Village would issue Trifecta LLC a purchase order with our terms and conditions. The total cost to purchase and install the Network Switches within the Village is $83,036.00. This funding was included within the FY 2025 Budget - General Fund as adopted. The Village will not expend more than the amount within the approved budget as it may be adopted/amended each year for these goods and services over the term of this contract.

The proposed quote was prepared by Trifecta LLC and reviewed by IT Assistant Director and the Finance Director.

Fiscal Impact: $83,036.00 budgeted

Ms. Frederiksen presented this item. She explained that the Village's IT Department planned to purchase and install 20 network switches and routers due to the Police Expansion and other needs. Trifecta was identified as the most cost-effective vendor, offering a total quote of $83,036.00, which was approximately 50% lower than other contracts. The purchase included lifetime warranties on the switches, with a negotiated savings of $500 per switch due to bulk ordering. The Village's Purchasing Policy allows the Council to approve this contract without a competitive selection process based on Section 58-11. Funding for this purchase has been allocated in the FY 2025 Budget - General Fund, and costs will not exceed the approved budget. Ms. Frederiksen stated that the quote was reviewed by the IT Assistant Director and the Finance Director.

Mayor Smith offered the public an opportunity to seek. There were no comments from the public. The Village Attorney, Mrs. Goddeau, read the title of the caption to the record.

Mayor Pro Tem Ready motioned for the approval of Resolution No. 2025-27. Council Member Waller seconded the motion. The said motion carried 4-0.

PUBLIC HEARINGS

22. ***(Quasi-Judicial Hearing)*** **Proposed Resolution No. 2025-30 - Site Development Plan (SPR25- 03) and Special Exception Use (PSSE25-02) - Palm Springs Market Place - 3965 South Congress Avenue Inc.: Motion to recommend approval of an application submitted by Palm Springs Market Place, LLC, applicant and contract purchaser for 3965 South Congress Inc. The application seeks approval from the Village Council for a Site Development Plan Amendment (SPR25-03) and concurrently requests a Special Exception Use (PSSE25-02) to allow the construction of a 10,879-square-foot retail center with a drive-thru coffee shop and a sit-down restaurant within the commercial property at 3965 South Congress Avenue.**
Staff: Iramis Cabrera, PZB Director

SUMMARY: An application submitted by Palm Springs Market Place, LLC, (“Applicant and contract purchaser”) for 3965 South Congress INC, for a Site Development Plan Amendment (SPR25-03) and concurrently requesting a Special Exception Use (PSSE25-02) to allow the construction of 10,879 square feet one-story retail center with a drive-thru coffee shop and a sit-down restaurant within the commercial property at 3965 South Congress.

The property was annexed into the Village on August 27, 2009, as a developed parcel, with a full- service station and a convenience store. Since 1997, the 1.56-acre property has been developed with a 3,223-square-foot convenience store building and eight (8) pump stations, which will be demolished and replaced with the proposed retail building.

Note: Currently, within the existing intersection, there are three gas stations, creating a vehicular- dominant use and a proliferation of the same type of use.

The proposed development project provides upscale building architecture, allowing for prominent retail and restaurant uses. The proposed development proposes improvements regarding landscaping, traffic trip reduction, and providing needed retail services to the neighborhood.

As part of the proposed project, the applicant requested two (2) variances, which were approved by the Planning and Zoning Board during their regular meeting on April 8, 2025:

1. PSV25-01 - Requesting variance relief from Section 34-1329 to allow the reduction of parking spaces (a reduction of 11 spaces).
2. PSV25-02 - Requesting variance relief from Section 13-1330 to reduce the number of loading zones from the required two spaces to one space.

Staff have found the proposed Special Exception Use to be generally consistent with the goals, objectives, and policies of the Village's Comprehensive Plan. The proposed use is generally consistent with the land development and zoning regulations and all other portions of the code. The proposed special exception use does not significantly reduce light and air to adjacent properties and would not be a deterrent to surrounding properties. The new project does not negatively impact natural systems.

The Planning & Zoning Board considered the proposed site plan and special exception use at their April 8, 2025, meeting and recommended approval.

Planning, Zoning & Building staff do not object to the proposed project and recommend conditional approval to facilitate the redevelopment of the property as depicted on the site plan.

She asked the Council to disclose their ex parte communication. There was no ex parte communication. The Village Clerk, Ms. Wynn swore in the applicants and staff.

Ms. Cabrera gave the staff presentation. She stated that Palm Springs Market Place, LLC seeks approval for a Site Development Plan Amendment and Special Exception Use to build a 10,879-square-foot retail center at 3965 South Congress, replacing an existing convenience store and gas pumps. The project includes a drive-thru coffee shop and sit-down restaurant, improving landscaping and reducing traffic trips. Two variances were approved: for fewer parking spaces and reduced loading zones. The Planning & Zoning Board recommended approval, and staff support the project, indicating it aligns with village goals and won't negatively impact the area.

At this point, the applicant, Mr. Jay Huebner presented his presentation. He talked about the layout of the proposed site and the reason for their request to do a variance. He added that the project is consistent with the goals of the Community Redevelopment Agency (CRA).

The Council asked about concrete bollards being placed in front of the building, a Brownfield survey being completed, parking, ADA compliance, mobile ordering, and landscape improvements.

Mayor Smith offered the public an opportunity to speak. There were no comments. The Village Attorney, Mrs. Goddeau, read the title of the caption to the record.
Mayor Pro Tem Ready motioned for the approval of Resolution No. 2025-30. Vice Mayor Schmitz seconded the motion. The said motion carried 4-0.

Fiscal Impact: The proposed development will enhance the village's assessed property valuation. Additionally, the new construction may have a positive effect on neighboring properties.

23. **(First Reading) Ordinance No. 2025-03 - Updates to the Land Development Regulations: Motion to approve Ordinance No. 2025-03, which proposes to amend the Land Development Regulations and Official Zoning Map to implement the Comprehensive Plan, based on the Evaluation and Appraisal Report (EAR) conducted in 2024. This amendment aims to comply with Florida law and implement the new Vision.** ***(CONTINUATION FROM APRIL 10, 2025, VILLAGE COUNCIL REGULAR MEETING)***
Staff: Kimberly Wynn, Village Clerk

SUMMARY: The Village of Palm Springs adopted a Vision Plan in August 2023 and an Evaluation and Appraisal Report (EAR)-based amendments to its Comprehensive Plan in 2024 (changes to comply with Florida law and changes to implement the new Vision). The Village is required to update the Land Development Code (LDC) within one year of the adopted Comprehensive Plan. To that end, the Village developed a Technical Advisory Committee to guide the LDC updates, encourage public participation in the process and to vet the draft document prior to Village Council review.

A Joint Workshop was held on February 13, 2025, with the Village Council, Planning and Zoning Board & CRA to provide an overview of the recommended changes to the Code and to seek input from the Joint Committee and the public. As a result of the Joint Workshop, the following updates were made:

- Revised language for the corridor overlay to clarify that any site area dedicated to the right- of-way would still be included in the total site calculations for intensity and/or density.

- Renamed the Roadway overlay as the “Lake Worth Road Connector Overlay”.
- Removed Sec. 34-1300 Administrative Policies for Affordable Housing related to the Live Local Act. The State pre-empts the Village on this matter, and the legislation does not require the Village to codify the process. However, the Village must include a summary of the process for Live Local Act projects on the Village Website. The consultant is working with Village staff to add this to the web page for Affordable Housing.
- Refined the standards for setbacks from stormwater ponds.

A Public Hearing of the Planning and Zoning Board was held on March 11, 2025, to present the most recent draft of the Land Development Regulations. The Planning and Zoning Board recommended approval of the draft with one revision.

- Revise Sec. 34-878.8 Prohibited uses in the CR Commercial Renewal Zoning District to add gas stations and convenience foods as prohibited uses.

The Planning and Zoning Board recommended the ordinance be forwarded to the Council 6-1 with Member Richard Hughes dissenting.

The Village Council requested during their regular meeting on April 10, 2025 to continue it to May's meeting to provide additional and adequate opportunities for public comments and participation.

The purpose of today’s public hearing is to present the final draft of the updated Land Development Code and Zoning Map amendments to the Village Council.

If approved on the 1st reading, the proposed ordinance will be considered for the 2nd and final reading by the Village Council on June 12, 2025.

Mrs. Bonnie Landry, Consultant with Landry Associates, presented this item. She said this is an update of the Comprehensive Plan amendments to update the Land Development Code, which is required within one year. Additional public input was requested from the Council in April. In response, the staff sent a letter to approximately 200 property owners affected by the new proposed Zoning District of Commercial Renewal. The material was double-sided with bullet points in English and Spanish. There were two meetings (April 29th and April 30th) in person and virtual. There were twenty-two attendees, plus staff at the in-person meeting; only five people attended the virtual meeting.

Mrs. Landry talked about the proposed changes from the First Hearing. There were changes to the new zoning district. They removed the College Hospital Overlay District from the plan. There were changes to the Littoral Plan requirements. She discussed the prohibited uses, which included the addition of tattoo parlors, and non-chartered financial institutions (i.e. check-cashing stores). Mrs. Landry stated that a definition was provided for tattoo parlors and nonchartered financial institutions (entered into the record).

Mrs. Landry also remade the use of residential into a mixed use for a maximum of fifty- percent. Special Exception uses were updated for the Commercial Renewal District and to correct a Scrivener's error. She talked about the Littoral Plan requirement. She noted the prohibited use of vape shops, massage parlors and arcades were not removed because they are preemptive by the State. Mrs. Landry talked about the definitions for gas stations and arcades that required a refined definition.

Mayor Smith offered the Council an opportunity for further discussion. There was none.

At this point, she opened the floor to the public for comment.

Mrs. Jordana Jarjura, who spoke on behalf of 839 South Congress Avenue, spoke in support of the rezoning. She thanked the staff for the recent public meetings. She provided a letter to the Council that was entered into the record, with two recommendations. The first recommendation was to increase the density to 40 units/acre or, as similarly proposed for height, not have a maximum (or have a bonus density program) if certain underlying amenities are provided. Lastly, require that 75% of the ground floor be commercial or office in a mixed-use multifamily building. Landry responded that the cap is based on visioning. She discussed the mixed-use requirements of Delray Beach, West Palm Beach, Lantana, and Boynton Beach. The Village of Royal Palm Beach, Boca Raton and Unincorporated Palm Beach County do not have a requirement for a percentage of use; it is on a case-by-case basis. Mrs. Jarjura asked if the Council could amend it to be a ground floor requirement of only a certain percentage instead of the entire building, or at the discretion of the Village Council with terms of the ground floor and residential. Mrs. Jarjura talked about the proposed density.

Mrs. Landry responded that when the Village made the Future Land Use Map before the zoning, the density was 19 units per acre, and we couldn't go beyond future land use. The FLU has a fifty-percent cap, and 19 units per acre. The cap is intended based on the visioning process that began in August 2023. The reason for the cap on residential is to preserve the residential core in the Village.

Mr. Richard "Chip" Carlson commented. He represents Bob's Auto Glass. The location is important for mixed-use to be successful. He described the County's URA effort in 2005. Initially, on Congress Avenue and Military Trail, the buildings were going to be moved to the streets urban form and industrial-friendly. The plan never moved forward. He commented on the incentives being offered to property owners to bring their property into the mixed-use concept. Mr. Carlson also discussed the challenges with the 35% open space for the mixed- use district without penalizing the districts. The proposed assemblage is not going to happen anytime soon. The mixed-use concept is not going to work. He talked about a site plan that was never enforced. He wanted to know if his property is rezoned. He would like to conform to CR or to be excluded. (Bob's Auto Glass).

Mrs. Landry addressed the concerns of Mr. Carlson. She stated the Village can do all commercial, but cannot do all residential properties. Ms. Cabrera added that Palm Beach County approved the site plan, not the Village. There was further discussion of whether the plan was approved when the property was annexed in 2014. Ms. Cabrera did not agree. Further, there were no Code changes during this time.

The Village Attorney, Mrs. Goddeau, read the title of the caption into the record.

Council Member Waller motioned for the approval of Ordinance No. 2025-03. Mayor Pro Tem Ready seconded the motion. The said motion carried 4-0.

Fiscal Impact: Adoption of the revised land development regulations will facilitate the redevelopment of many undeveloped properties and therefore will increase the village's property valuation.

ACTIONS AND REPORTS

There were no Actions or Reports.

VILLAGE MANAGER COMMENTS

There were no Village Manager Comments

VILLAGE COUNCIL COMMENTS

The Village Council gave their comments about events attended and thanked the staff.

ADJOURNMENT

Hearing no further business, Mayor Smith adjourned the meeting at 8:02 p.m.

The undersigned is the Village Clerk of Palm Springs, Florida, and the information provided herein is the Minutes of the Regular Council Meeting held on **May 8, 2025**. Which minutes were formally approved and adopted by the Village Council on **June 12, 2025.**

Kimberly M. Wynn
Village Clerk

NEXT REGULAR MEETING:
THURSDAY, JUNE 12, 2025, AT 6:30 P.M.
OR IMMEDIATELY FOLLOWING THE CRA MEETING

COMMENTS BY THE PUBLIC

(Please Print)

Agenda Item No. 23

Name Jordana Jarjura Phone (954) 292-4305

Address 200 NE 2nd Ave #309, Delray Beach, FL 33444

Check what may apply ☑ Support ☐ Oppose ☑ I wish to speak

Instructions:
1. Complete comment card including your address. Be sure to include agenda item number, if appropriate.
2. Submit comment card to Village Clerk as early as possible. (No cards will be accepted after discussion on the agenda items has begun.)
3. When your name is called, approach the podium and give your name and address for the record.

QUESTION/COMMENT _____

Any person making impertinent or slanderous remarks or who becomes boisterous while addressing the Council shall be barred from further audience before the Council by the presiding officer, unless permission to continue or again address the Council is granted by the majority vote of the Council Members present.

If you wish your comment to be read into the record, please check here___

COMMENTS BY THE PUBLIC

(Please Print)

Agenda Item No. 23

Name Richard "Chip" Carlson Phone _____

Address 2377 Crawford Ct, Lantana, FL 33462-2511

Check what may apply ☐ Support ☐ Oppose ☒ I wish to speak

Instructions:
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If you wish your comment to be read into the record, please check here___



839 South Congress Ave

January 2024

Kimley»Horn



3917 South Congress Ave

January 2024

Kimley»Horn

Sec. 34-878.2. Special Exceptions - For Commercial Renewal

(1) Churches and places of worship.

(2) Public uses and facilities.

(3) Private clubs.

(4) Clubs and lodges.

(5) Recreation uses and facilities.

(6) Residential conversions.

(7) Indoor theaters.

(8) Indoor amusements.

(9) Restaurants with and without a lounge.

(10) Bars.

(11) Shopping centers.

(12) Funeral homes without crematories.

(13) Financial institutions, drive-in.

(14) Hospitals and full-service medical facilities.

(15) Schools, except for special instruction classes, such as dance, karate, tutoring, etc. that are limited to 20 or fewer students per session.

(16) Childcare facilities.

(17) Nightclubs.

(18) Package liquor stores.

(19) Lounges in existing restaurants.

(20) Laboratories.

(21) Flex units.

(22) Hotel/motels.

Financial Institution, non-chartered. An establishment, other than a state or federally chartered bank, credit union, mortgage lender or savings and loan association, that offers check cashing services and/or loans for payment of a percentage fee. Specifically included are check cashing establishments that charge a percentage fee for cashing a check or negotiable instrument and payday loan establishments that make loans upon assignment of wages received. Excluded are retail uses in which a minimum of 70 percent of the floor area of the establishment is devoted to retail sales.

GLG Government LAW GROUP
WWW.GOVLAWGROUP.COM
Jordana L. Jarjura, Esq. | (954) 292-4305 cell | jordana@govlawgroup.com

May 8, 2025

VIA E-MAIL
Kimberly Glas-Castro, AICP, FRA-RA, LEED AP
Assistant Village Manager
Village of Palm Springs
226 Cypress Lane
Palm Springs, FL 33461
kglascastro@vpsfl.org

Re: CR Rezoning
839 S Congress Avenue, Palm Springs, FL 33406

Dear Ms. Glas-Castro:

As you know, we represent 839 South Congress LLC, the owner of 839 S Congress Avenue, Palm Springs, Florida 33406 (the "Property"), whose principal is Dr. Selvin Passen. The Property is one of the properties that would be significantly affected by the Village's CR rezoning initiative and in fact, was used as one of the Village's illustrative examples as shown below.



839 South Congress Ave
January 2024
Kimley»Horn

May 8, 2025
839 S Congress Avenue, Palm Springs, FL 33406
CR Rezoning

First, let me state that Dr. Passen fully supports the CR rezoning and the Village's long-term vision to expand the permitted uses in certain areas of the Village, particularly the redevelopment of the Congress corridor. We are in support of the Village's plan to preserve its core residential character while providing expanded opportunities for commercial, office, industrial and mixed-use multi-family with this CR rezoning.

As one of the larger parcels (5.36 acres) that would be rezoned to CR, Dr. Passen has a vested interest in participating in the process and ensuring that the final version of the CR zoning district reflects what the Village intends as well as what is feasible for the private sector to develop.

We do have three main recommendations for revisions to the current draft related to density, height[1] and the required maximum percentage for residential. We have done a preliminary review of multiple cities and towns in Palm Beach County and have compiled a sample from this review in the table below to assist the Village with crafting the final language for the CR zoning district.

For height, we support the most recent version that provides for **height above 4 stories assuming certain amenities are provided and at the discretion of the Village Council. We also support that parking structures are excluded from maximum height.** Notably, in the illustrative concept the building appears to be 5-6 stories in the rear. Note the existing cell tower on the Property is well higher than 6 stories, standing at well over 100 feet in height.

For density, the current draft is proposing 19 units/acre. Yet the illustrative concept for Dr. Passen's property provided by the Village's consultant appears to be much denser than 19 units – likely 30-50 units/acre. Our recommendation is to **increase the density to 40 units/acre or as similarly proposed for height, not have a maximum (or have a bonus density program) if certain underlying amenities are provided.**

For a multi-family mixed-use building, we were unable to find any municipality within Palm Beach County requiring commercial use above the ground floor or requiring that a certain percentage of the entire building be commercial. From a practical standpoint, commercial uses above the ground floor are not desired by tenants nor supported by third-party lenders. Our recommendation is to **require that 75% of the ground floor be commercial or office in a mixed-use multi-family building.**

Below is a sampling of commercial and mixed-us zoning district standards in select Palm Beach County municipalities as well as unincorporated Palm Beach County with regards to density, height and the commercial requirement in mixed-use.

GOVERNMENT AGENCY	MAX DENSITY (UNITS/ACRE)*	MAX HEIGHT*	COMMERCIAL REQUIREMENT IN MIXED-USE
Delray Beach	30 – 70	62'- 95'	Commercial required for 75% of the Ground Floor only. Additionally, there is a

[1] We understand that the Village has already amended the previous draft to include a flexible height program if certain underlying requirements are met, which we support.

			development application to remove this ground floor commercial requirement and do 100% multi-family.
Boynton Beach	20 - 80	55'- 150'	Ground floor commercial required on portions of the project having frontage along a collector or an arterial road, but no specific percentage noted.
Palm Beach County (Unincorporated)	12 – 20	35' - 45'	Commercial use not universally required in multifamily developments within commercial or mixed-use zoning districts. No fixed percentage mandated and it is determined on a case-by-case basis during the development review process. Looks at below factors to determine the need and amount of commercial. • Consistency with the FLU designation. • Compatibility with surrounding land uses. • Compliance with specific overlay requirements
Boca Raton	20 – 42	30' - 140'	The inclusion of commercial uses in multifamily residential buildings in commercial or mixed-use zoning districts is not strictly required unless specified in a particular development approval. Code is silent as to any fixed percentage. The mix is determined on case-by-case basis during the development review process. Looks at below factors. • Zoning district regulations. • Project location. • Design compatibility. • Applicable overlays or special approvals.
Royal Palm Beach	Density determined during review process. Royal Palm has transitioned zoning code from mandates to "encourage' to give property owners/developers more discretion.	Height determined during review process. Royal Palm has transitioned zoning code from mandates to "encourage' to give property owners/developers more discretion. The code does have a max height in the Mixed-Use Zoning district for hotels	Not universally mandated to have commercial. Determined on case-by-case basis during the development review process.

		(100') and parking garages (66').	
West Palm Beach	Density determined by Comp Plan, adjacent uses and during development review process.	5 to 25 stories	In Commercial zoning districts, commercial is required for 50% of the Ground Floor. In Mixed-Use zoning districts, commercial is required on Ground Floor of any multi-family buildings.
Lantana	15	35'	First floor—Generally commercial or professional; Second floor—Generally commercial, professional, or residential; all other floors—Residential. Residential uses shall generally be limited to the second floor and above, however, on parcels ten (10) acres or greater in size, residential uses shall be permitted on the first floor. Residential may constitute up to seventy-five (75) percent of any development. Residential allowed on first floor of townhouses and if within 1000 feet from Tri-Rail Station. Can also apply for a special approval to change this as well as height and density if certain incentives met.

**Varies by zoning district and location. Gave range of density and height for multi-family in commercial and mixed-use zoning districts.*

We appreciate the opportunity to participate in this process and are happy to provide any additional information the Village may require to support our recommended changes. We respectfully request the Village accept our proposed revisions.

Sincerely,

Jordana Jarjura

Jordana L. Jarjura, Esq.
For the Firm

cc: Dr. Selvin Passen
Christopher H. Bartle, Esq.
(Via E-mail)



Village of Palm Springs
Public Hearing (1st Reading)
Updates to the Village's Land Development Code (LDC)

***May 8*, 2025**

+ Comp Plan and LDC

Per Florida Statutes:

Within one year of Comprehensive Plan amendments, the Village must update the Land Development Code to correspond to the new plan.

April Hearing continued…

- Council requested a mailing to all property owners who have land recommended for the new Zoning District of Commercial Renewal.

Property Owner Outreach

All materials were double sided with English on one side and Spanish on the other side.

Approximately 200 properties slated for rezone to Commercial Renewal

Letters with bullet points about the new Zoning District

Flier: Two ways to participate



Join us to Discuss

Updates to the Zoning Map

There are two ways to participate...

Attend In Person:

Tuesday, April 29, 2025
5:30 PM - 6:30 PM
Village Hall
226 Cypress Lane
Palm Springs, FL 33461

Attend Remotely:

Wednesday, April 30, 2025
10:00 AM -11:00 AM

Internet link to Meeting

https://us02web.zoom.us/j/87391228682

SCAN ME



Únete a nosotros para discutir

Actualizaciones del Mapa de Zonificación

Hay dos formas de participar...

Asistir en persona:

Martes, 29 de abril de 2025
5:30 PM - 6:30 PM
Village Hall
226 Cypress Lane Palm Springs, FL 33461

Asistir en línea:

Miércoles, 30 de abril de 2025
10:00 AM -11:00 AM

Enlace para la Reunión en línea

https://us02web.zoom.us/j/87391228682

SCAN ME

Property Owner Outreach

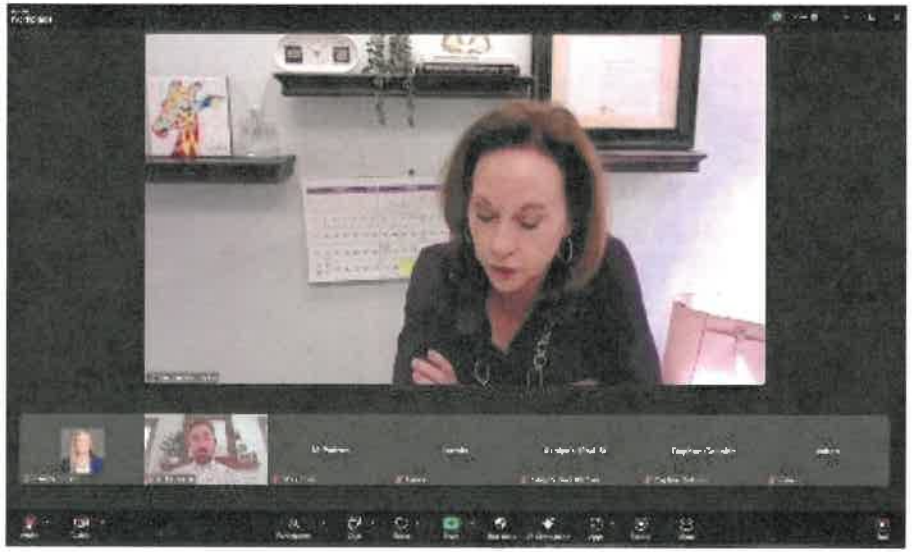
LIVE Meeting April 29

- Held at Village Hall
- 22 attendees



VIRTUAL MEETING APRIL 30

- Accessed via a QR Code
- 5 attendees



Project Timeline

- **September 10, 2024** – TAC Kickoff Meeting
- **November 14, 2024** – Adoption Hearing of the Comprehensive Plan
- **November 2024** – Matrix of LDC Updates Drafted
- **November 26, 2024**– TAC Meeting # 1
- **December 2024** – Draft LDC (Strikethrough and Underline)
- **January 13, 2025** – TAC Meeting # 2
- **January/February 2025** – Village Staff/Legal Review Draft LDC
- **February 13, 2025** – Joint LDC Workshop (Council, PZB and CRA)
- **March 11, 2025** – P&Z Public Hearing
- **April 10, 2025** –Village Council Public Hearing (1st Reading)
- ✓ **April 29, 2025** – LIVE Property Owners Workshop
- ✓ **April 30, 2025** – Virtual Property Owners Workshop
- ➡ **May 8, 2025** – Village Council Public Hearing (1st Reading, Continuance)
- **June 12, 2025** – Village Council Adoption Hearing (2nd Reading)

Updates from the April 10 Meeting

- Refined regulations for new Zoning District (CR)
- Removed Sections related to College-Hospital Overlay
- Refined submittal requirements for Littoral Planting Plans

CR - Prohibited Uses (pgs. 3 and 22)

- Added new prohibited uses in CR and associated definitions
- Tattoo Establishment. Any temporary or permanent place, structure or business used for the practice of tattooing.
- Tattooing. The placement of indelible pigment or ink beneath the skin, or the scarification of skin, for the purpose of adornment or art. For the purposes of this code, "tattooing" does not include the application of henna tattoos, or the practice of permanent makeup or micropigmentation when such procedures are performed as incidental services in a medical office or in a personal services establishment such as a hair or nail salon.
- Non-chartered financial institution definition drafted (see handout)

CR -Regulation of Residential (pg. 9)

- a. Residential uses shall not exceed fifty percent (50%) of the total site area. When calculating the residential composition for a mixed-use project, all building components and amenities such as lobbies, stairwells, service areas and amenity areas exclusively serving the residential uses shall be considered part of the residential use. Development requirements applicable to the mixed-use project as a whole, including buffers, setbacks, open space and stormwater management, shall not be considered part of the residential use to the extent that they are not part of amenity areas exclusively serving the residential use. Joint-allocation parking approved pursuant to Sec. 34-1327(s) and shared circulation areas shall not be considered part of the residential use.

CR - Special Exception Uses (pg. 13)

- Permitted and Special Exception Uses in CR originally drafted to include any within Residential Single Family, Residential Multiple Family, Commercial Neighborhood, Commercial General or Light Industrial Zoning Districts.
- Per recommendation from staff, Special Exception Uses are broken out and specifically listed, based on those allowed in CN and CG (see handout)
- Prohibited Uses section moved after Special Exception Uses, sections renumbered accordingly
- Scrivener's error "IL" updated to "LI"

Removed College-Hospital Overlay Regulations (pg. 23)

- Remove Subdivision X CHO Sec. 34-1081 - Sec. 34-1089 and reserve for future use

- The new CR district provides similar development incentives (lower density but higher FAR) along Congress to foster economic diversity and mixed use.

Removed from the Comprehensive Plan in the EAR.

LDC must be updated to remove CHO.

Littoral Planting Plans (pg. 26)

- Timing for when Littoral Planting Plans must be submitted
  - Updated to "prior to excavation permit issuance"



CR - Prohibited Uses (pg. 22)

- Added Tattoo Establishments as a prohibited use
- Other prohibited uses discussed in April…
  - "Vape shop" regulation is pre-empted by recent Florida Statutes
  - "Arcades" removed from list due to state pre-emption, but "Indoor Amusements" included in Special Exception uses
  - Prohibiting "Massage Parlors" would result in allowing no spas in this district.
- General terminology updates to conform with Sec. 1-2 definitions:
  - "Convenience (food and beverage) store"
  - "Gas station" vs. "Service station, full service"
  - "Restaurant, drive-in" (update for second reading)

Recommended Motion

Staff recommends approval of Ordinance 2025-03 with the discussed changes and that the Village Council schedule the second and final reading.

BONNIE LANDRY

&ASSOCIATES Professional Planning Services

Bonnie C. Landry, AICP

bonnie@bclandry.com

(772) 266-9427

Kirk Road Overlay?



Bob's Auto Glass/Tuller Properties

(Military Trail South of Lake Worth Road)

Effect of Commercial Renewal and Likelihood of Mixed Use

Village Council Public Hearing May 8, 2025

Item 23 – First Reading Ordinance 2025-03

Bob's Auto Glass Property

- Size: Approximately 0.9 acres or 40,000 square feet
- Oddly configured:

  183 feet of frontage

  120 feet of depth
- With a sixty-foot wide lot extending another 155 feet east



Character of Area

- North is Jiffy Lube.

  Not going anywhere

- East is Taco al Carbon

  Under pressure to improve.

  Not going anywhere

- South is Junk Yard

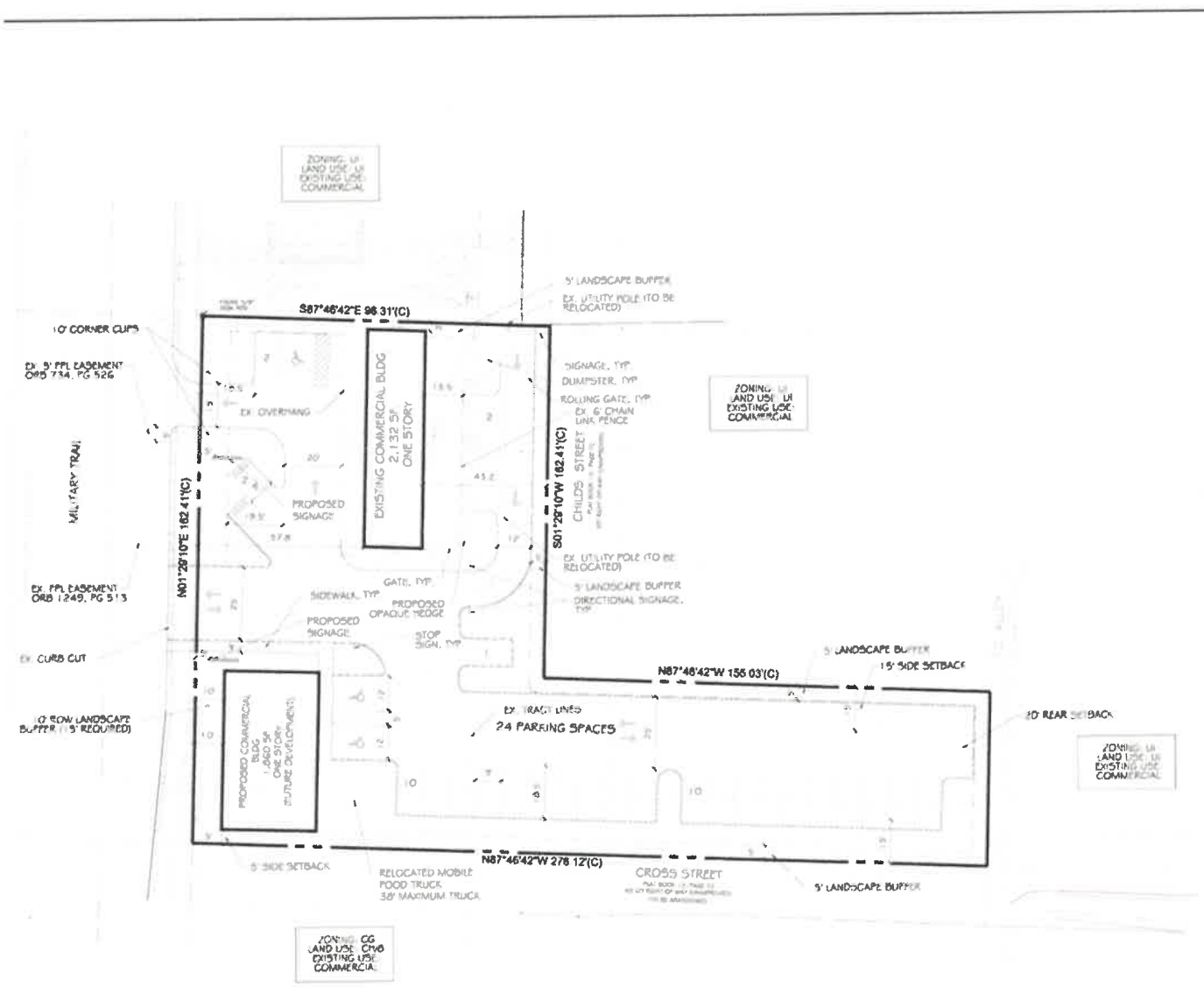
  Twenty-one year lease to

  to a junk-yard operator

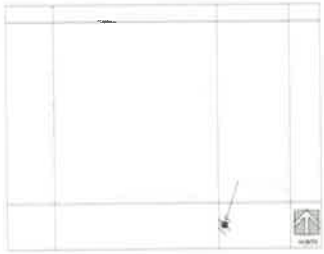
- Assemblage to attain a meaningfule mixed-use tract isn't happening.

  Don't let the unachievable-perfect prevent the vast improvement





LOCATION MAP



PROJECT DATA:

PROJECT NAME:	BOB'S AUTO GLASS
PROPERTY ADDRESS:	4040 S. MILITARY TRAIL
EX. FLU DESIGNATION:	UI
PROPOSED FLU DESIGNATION:	COMMERCIAL
EXISTING ZONING:	UI (URBAN INFILL)
PROPOSED ZONING:	CG (COMMERCIAL GENERAL)
SECTION, TOWNSHIP, RANGE:	23,44,42
PROPERTY CONTROL NUMBER:	00-42-44-23-08-007-00400060
EXISTING USE:	DISPATCH/REPAIR & MAINTENANCE
PROPOSED USE:	REPAIR & MAINTENANCE
DEVELOPMENT ACREAGE (31,614 ± SF):	0.726 ACRES
TOTAL BUILDING SQUARE FOOTAGE:	3,360 SF
EXISTING BUILDING SQUARE FOOTAGE:	
EXISTING REPAIR & MAINTENANCE:	2,132 SF
PROPOSED BUILDING SQAURE FOOTAGE:	
COMMERCIAL:	1,250 SF
LOT COVERAGE:	12.8%
(INCLUDES 661 SF. OF WEATHER PROTECTED AREAS)	
FLOOR AREA RATIO (FAR)	0.107
PERVIOUS AREA	11,130 SF (35%)
IMPERVIOUS AREA	20,484 SF (65%)
PARKING REQUIRED:	23 SPACES
REPAIR & MAINTENANCE:	1 SPACE/200 SF. @ 2,132 SF. = 11 SPACES 1 SPACE/5,000 SF. @ 15,000 SF. = 3 SPACES
COMMERCIAL:	1 SPACE/200 SF. @ 1,060 = 9 SPACES
PARKING PROVIDED:	29 SPACES
HANDICAP SPACES REQUIRED:	2 SPACES
HANDICAP SPACES PROVIDED:	3 SPACES

REQUIRED SETBACKS TO BUILDING:		ACTUAL SETBACKS TO BUILDING:	
FRONT:	MIN. 50' (WEST)	FRONT:	110' (WEST)
REAR:	MIN. 20' (EAST)	REAR:	48.3' (EAST)
INTERIOR SIDE:	MIN. 15' (NORTH)	INTERIOR SIDE:	3' (NORTH)
INTERIOR SIDE:	MIN. 15' (SOUTH)	INTERIOR SIDE:	5' (SOUTH)

Planning & Development CONSULTANTS
612 N. Orange Ave. Ste D12
Jupiter, FL 33458
Phone: 561-227-9284 Fax: 561-348-9491

Conceptual Site Plan
BOB'S AUTO GLASS
Village of Palm Springs, Florida

Village of Palm Springs

Executive Brief

AGENDA DATE: June 12, 2025

DEPARTMENT: Administration

ITEM #2: Resolution No. 2025-33 - Extension of Lease Agreement with Charles J. Taylor Post 4360 VFW For Use of Village Building as Clubhouse and Meeting Hall.

SUMMARY: Charles J. Taylor VFW Post 4360 has leased the Village-owned building located at 222 Cypress Lane, within the Municipal Complex, since 1964 as its clubhouse and meeting hall. The most recent Lease Agreement expired on July 23, 2024, and VFW Post 4360 desires to enter into a new lease to continue utilizing the building.

The proposed Lease Agreement provides for a five (5) year initial term commencing on approval of the new lease by the Village Council with one (1) five (5) year option to renew. A nominal rent charge of $1.00 per year is proposed. As part of the new lease, VFW Post 4360 agrees to maintain the required insurance, indemnify the Village, maintain the building and premises, and adhere to rules including, but not limited to, not utilizing the Lake Worth Drainage District easement for parking and/or access to the premises.

FISCAL IMPACT:
If approved, VFW Post 4360 would pay rent of $1.00 per year for the full ten (10) year term (if the five-year renewal option is exercised).

ATTACHMENTS:
1. Resolution No. 2025-33 - VFW Lease Agreement
2. Lease Agreement VFW 5.16.2025

RESOLUTION NO. 2025-33

A RESOLUTION OF THE VILLAGE COUNCIL OF THE VILLAGE OF PALM SPRINGS, FLORIDA, APPROVING A NEW LEASE AGREEMENT WITH CHARLES J. TAYLOR, POST 4360 VFW FOR LEASE OF THE VILLAGE PREMISES AT 222 CYPRESS LANE, PALM SPRINGS, FLORIDA, FOR A TERM OF FIVE (5) YEARS WITH AN OPTION TO RENEW FOR AN ADDITIONAL FIVE (5) YEARS; AUTHORIZING THE MAYOR AND VILLAGE CLERK TO EXECUTE THE SAME; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Village of Palm Springs ("Village") and Charles J. Taylor**,** Post No. 4360 VFW ("VFW"), originally entered into a lease agreement in 1964 for the VFW to lease the Village facility at 222 Cypress Lane, Palm Springs, as the VFW's clubhouse, which lease was renewed several times but finally expired as of July 22, 2024; and

WHEREAS, the Village and the VFW desire to continue their lease arrangement with a new lease commencing on the date of approval by the Village Council and for an initial term of five (5) years with an option to renew for another five (5) year term; and,

WHEREAS, the Village Council finds that leasing the Village facility at 222 Cypress Lane, Palm Springs, to the VFW as its clubhouse serves a valid public purpose and is in the best interest of the Village, its residents, guests, and veterans.

NOW, THEREFORE, BE IT RESOLVED BY THE VILLAGE COUNCIL OF PALM SPRINGS, FLORIDA, AS FOLLOWS:

Section 1. The foregoing recitals are incorporated into this Resolution as true and correct statements.

Section 2. The Village Council of the Village of Palm Springs, Florida, approves the new Lease Agreement with the VFW attached hereto as **Exhibit "A"** and incorporated herein by reference.

Section 3. The Village Council authorizes the Mayor and Village Clerk to execute said Lease Agreement.

Section 4. This Resolution shall take effect immediately upon its passage.

Council Member_____offered the foregoing Resolution. Council Member_____seconded the motion, and upon being put to the vote, the vote was as follows:

	Aye	Nay	Absent
BEV SMITH, MAYOR			
KIM SCHMITZ, VICE MAYOR			
GARY READY, MAYOR PRO TEM			
JONI BRINKMAN, COUNCIL MEMBER			
PATTI WALLER, COUNCIL MEMBER			

The Mayor thereupon declared this Resolution duly passed and adopted this _____ day of JUNE 2025.

VILLAGE OF PALM SPRINGS, FLORIDA BY:

BY:_____
BEV SMITH, MAYOR

ATTEST:

BY: _____
KIMBERLY M. WYNN, VILLAGE CLERK

REVIEWED FOR FORM AND LEGAL SUFFICIENCY BY:

BY: _____
CHRISTY GODDEAU, VILLAGE ATTORNEY

LEASE AGREEMENT

THIS LEASE AGREEMENT ("Lease Agreement") is made on the ____ day of _____, 2025, by and between **VILLAGE OF PALM SPRINGS**, FLORIDA, a municipal corporation existing under the laws of the State of Florida ("Lessor"), and **CHARLES J. TAYLOR POST NO. 4360 VETERANS OF FOREIGN WARS OF THE UNITED STATES, INC.**, a Florida not for profit corporation ("Lessee").

RECITALS

WHEREAS, the Lessor is the owner of the municipal campus generally located at 226 Cypress Lane, Palm Springs, Florida (Parcel Control Number: 70-43-44-18-38-001-0010) and legally described as: VILLAGE OF PALM SPRINGS GOVERNMENTAL AREA, PARCEL A according to the plat thereof recorded in the Official Records book 70, page 41 ("Village Campus"); and

WHEREAS, the Lessor and Lessee originally executed a lease for the Lessee's use of the premises within the Village Campus, which premises is generally located at 222 Cypress Lane, Palm Springs, Florida ("Premises"); and

WHEREAS, under the original lease, the Lessee constructed a clubhouse and meeting hall at the Premises, which Lessee has continued to utilized under the original lease and renewed lease agreements entered by the Lessor and Lessee thereafter; and

WHEREAS, the current lease agreement expired on July 22, 2024; and

WHEREAS, both parties desire to continue their lease relationship and enter this new Lease Agreement for another five (5) year term for payment of rent of $1.00 per year by Lessee commencing on July 1, 2025 and expiring on June 30, 2030 with one (1) five year (5) year option to renew; and,

WHEREAS, the Village Council has determined that the Lease Agreement with Lessee is in the public's interest and serves a valid public purpose.

NOW, THEREFORE, in consideration of the mutual covenants hereinafter set forth, the sufficiency of which is acknowledged by both parties, the Lessor does hereby demise, lease and let unto the Lessee and the Lessee does hire and take from the Lessor the Premises as described above, on the following terms, covenants and conditions:

1. Recitals. The foregoing recitals are incorporated into this Lease Agreement as true and correct statements of the parties.

2. Premises. The Premises is generally located at 222 Cypress Lane, Palm Springs, Florida, on the Village Campus and as more specifically shown on **Exhibit "A"** attached hereto and incorporated herein. Specifically, the Premises include the building outlined and shown on Exhibit "A" inclusive of the attached structure improvements and detached shed at the south side of the Premises. The Premises does not include the property outside the Village Campus including, but not limited to, the Lake Worth Drainage District Easement adjacent to and south of the Premises.

3. Term. The term of this Lease Agreement shall commence on the date this Lease Agreement is approved by the Lessor's Village Council at a public meeting and shall be for a period of five (5) years, subject to earlier termination as contemplated herein ("**Term**").

4. Rent. The Lessee shall pay rent of $1.00 per year commencing on July 1, 2025 and continuing each year thereafter on the annual anniversary.

5. Reimbursement of the Lessor's Costs. The Lessee shall promptly pay any and all reasonable costs and expenses (including reasonable attorneys' fees at all trial and appellate levels), as such costs and expenses accrue, which may be reasonably incurred by, or judgments which may be rendered against, the Lessor or any of its officials, employees, or agents at any time or times during, or subsequent to the Term: (a) in enforcing any of the terms, covenants, conditions, or provisions of this Lease Agreement; or, (b) in defending any claim, action, suit, or proceeding brought against the

Lessor, its officials, employees, or agents as a result of: (i) the Lessee's violation of, or failure to comply with, any present or future Federal, State, or municipal law, ordinance, regulation, order or other laws ("**Laws**"); or (ii) any alleged failure, neglect, misfeasance, or default on the part of the Lessee, or any of the employees, servants, agents, tenants, independent contractors of any of the foregoing in connection with, arising from, or growing out of, this Lease Agreement or in connection with the Premises, or any operations conducted in, or any construction on the Premises (including, but not limited to, liens or claims of lien related to such construction), or the use or occupancy of the Premises, or any claim or action pertaining to, or connected with, any of the foregoing. Lessee shall promptly pay Lessor within thirty (30) calendar days after the LESSOR has notified the Lessee in writing of the amounts reasonably incurred by the Lessor on the Lessee's behalf.

6. Payments by Lessee. The Lessee will pay or cause to be paid all costs, expenses, liabilities, charges or other deductions whatsoever with respect to the Premises, and the construction, leasing, operation, maintenance, repair, rebuilding, use or occupation of the Premises, including, but not limited to any costs, expenses, liabilities, charges relating to improvements to the Premises, which, if not paid, could give rise to a lien against the Lessor and/or the Premises.

7. Use of Premises. It is understood between the parties that the Premises and the said building presently existing thereon and in their current "as is" condition are to be used for events and meetings consistent with the non-profit, patriotic and/or charitable purposes for which the Lessee corporation was incorporated and as set out in its Articles of Incorporation, and that the Premises shall not be used for any other purpose by the Lessee except with the express prior consent of the **Lessor's Village Manager**, with such consent to be in writing. Provided, however, Lessee shall have the right to license or permit any other non-profit group which receives its membership wholly or substantially from the Village of Palm Springs, to use that premises for events or meetings or similar functions not inconsistent with the general purposes of the Lessee corporation. The Lessee shall adhere to the following rules for use of the Premises:

a. The Lessee, its officials, employees and agents shall access and exit the Premises at all times through the Village Campus and not through the Lake Worth Drainage District's easement south of the Premises. The Lessee shall advise all invitees, guests, and other attendees at the Premises that they must access and exit the Premises through the Village Campus.
b. The Lessee, its officials, employees, agents, invitees, guests, and other attendees at the Premises shall park their motor vehicles within the Village Campus parking lot at all times and shall not park on the Lake Worth Drainage District's easement south of the Premises.
c. During Lessor's special events, the Lessee, its officials, employees, agents, invitees, guests, and other attendees at the Premises shall park their motor vehicles in the areas designated by the Lessor's staff as event parking or find other parking as may be necessary. No parking shall occur on the on the Lake Worth Drainage District's easement south of the Premises.

8. Maintenance. Lessee agrees to keep the existing structures, facilities, and equipment at the Premises in as good a state of repair as it presently exists or better and shall not permit any waste or damage to the same, ordinary wear and tear excepted. Lessee agrees to continue to maintain all landscaping at the Premises; provide weed control; pressure clean all structures as needed and paint exteriors, doors, windows, soffit, and facia; remove all trash and litter from the Premises; contract for pest control services; maintain the HVAC system (with at least two (2) annual servicing including replacement of filters and minor repairs of under $1,000.00); and, generally maintain the Premises in good condition for the duration of this Lease Agreement at its own cost and expense. Lessor shall have no responsibility for the maintenance or repair of the Premises, the building thereon, or any other structure or improvement located at the Premises.

9. Risk of Loss. All personal property placed or moved onto the Premises shall be at the risk of the Lessee or the owner thereof, and Lessor shall not be liable for any damage to said personal property. All use of the Lake Worth Drainage District easement south of the Premises by Lessee, its officials, employees, agents, guests, invitees and other attendees shall be at the risk of Lessee or other user thereof, and Lessor shall not be liable for any personal injury, death, or property damage for such use.

10. Indemnification. The Lessee agrees to indemnify and hold harmless the Lessor, its officials, employees, and agents against all claims, causes of action, expenses, and reasonable attorney's fees (at all trial and appellate levels) for personal injury including death, and/or damage to real or personal property, which may arise from or relate to Lessee's use of the Premises or arise from or relate to this Lease Agreement. This indemnification and hold harmless provision is separate and apart from, and in no way limited by, any insurance provided pursuant to this Lease Agreement or otherwise. This indemnification and hold harmless provision shall survive the termination or expiration of this Lease Agreement with respect to any damage, injury, and/or death occurring prior to such termination or expiration. Nothing contained in this Lease Agreement shall create a contractual relationship with or a cause of action in favor of a third party against the Lessor. Further, nothing contained in this Lease Agreement shall be construed or interpreted as consent by Lessor to be sued, nor as a waiver of sovereign immunity beyond the waiver provided in section 768.28, Florida Statutes, as amended from time to time. The monetary limitations set forth in section 768.28, Florida Statutes, are hereby deemed to apply to this Lease for the Lessor in regards to any claims or actions arising out of or related to this Lease Agreement whether such claims or actions are derived or made based upon a tort, contract, or any other theory of liability. The foregoing indemnification and hold harmless provision shall survive the expiration or termination of this Lease Agreement.

11. Insurance. Lessee, at its own expense, shall maintain the following insurance coverage for the Term and any renewal term of this Lease Agreement:

A. LEASED PROPERTY DAMAGE/HAZARD INSURANCE: Lessee shall procure and maintain a standard Leased Property insurance policy insuring the Premise's buildings, facilities and Lessee's improvements against loss by fire and other hazards, casualties and contingencies, including but not limited to windstorm or other act of nature, in an amount not less than one hundred percent (100%) of the full replacement value. The Lessor shall be named as a Loss Payee on the policy.

B. COMMERCIAL GENERAL LIABILITY: Lessee shall procure and maintain a Commercial General Liability Insurance from a carrier that has an A.M. Best rating of A- VIII or better. This policy shall provide coverage for death, bodily injury, personal injury, products and completed operations liability, and property damage that could arise directly or indirectly from the use of the Premises. It must be an occurrence form policy. **THE VILLAGE OF PALM SPRINGS, 226 Cypress Lane, Palm Springs, FL 33406 SHALL BE NAMED AS AN ADDITIONAL INSURED ON THE CERTIFICATE FOR COMMERCIAL GENERAL LIABILITY INSURANCE.** The minimum limits of coverage shall be $1,000,000/ occurrence, $2,000,000 aggregate, Single Limit for Bodily Injury Liability and Property Damage Liability. Required Endorsements:

(1) Additional Insured – CG 20 26 or CG 20 10 and CG 20 37 or their equivalents. Note: CG 20 10 or CG 2026 must be accompanied by CG 20 37 to include products/completed operations.
(2) Waiver of Transfer Rights of Recovery – CG 24 04 or its equivalent.
(3) Primary and noncontributory – CG 2001 or its equivalent. Note: If blanket endorsements are being submitted, please include the entire endorsement and applicable policy number.

C. WORKERS' COMPENSATION: Lessee must comply with Section 440, Florida Statutes, Workers' Compensation and Employer's Liability Insurance with minimum statutory limits or elective exemptions as defined in Florida Statute 440 will be considered on a case by case basis. Required Endorsement: Waiver of Subrogation – WC 0003 13 or its equivalent (required if employees provide work in conjunction with the Premises use.)

D. BUSINESS AUTOMOBILE LIABILITY: Lessee shall procure and maintain Business Automobile Liability Insurance. **THE VILLAGE OF PALM SPRINGS, 226 Cypress Lane, Palm Springs, FL 33406 SHALL BE NAMED AS AN ADDITIONAL INSURED ON THE CERTIFICATE FOR BUSINESS AUTOMOBILE LIABILITY INSURANCE.** The minimum limits of coverage shall be $500,000 per occurrence, Combined Single Limit for Bodily Injury Liability and Property Damage Liability. This coverage shall be an "Any Auto" form policy. The insurance must be an occurrence form policy.

E. LIQUOR LIABILITY: Lessee shall procure and maintain Liquor Liability Insurance with not less than $1,000,000.00 per occurrence. **THE VILLAGE OF PALM SPRINGS, 226 Cypress Lane, Palm Springs, FL 33406 SHALL BE NAMED AS AN ADDITIONAL INSURED ON THE CERTIFICATE FOR LIQUOR LIABILITY INSURANCE.**

The Lessee shall on the annual anniversary of the Term or any renewal term provide the Village with proof of the required insurance via certificates of insurance. The Village reserves the right to request proof of insurance at any time during the Term of this Lease Agreement including any renewal term.

12. Compliance with Laws. During the Term, the Lessee shall comply with and cause the Premises to be in compliance with (i) all Laws applicable to the Premises or the uses conducted on the Premises from time to time and (ii) the provisions of any insurance policies required to be maintained by the Lessee with respect to the Premises. If any additions, alterations, changes, repairs or other work of any nature, structural or otherwise, shall be required or ordered or become necessary at any time during the Term because of any applicable Laws, the entire expense of the same, irrespective of when the same shall be incurred or become due, shall be the sole liability of the Lessee. Notwithstanding the foregoing, however, the Lessee shall have no responsibility or liability for any violation of or noncompliance with any applicable Laws or the insurance policies if such violation or noncompliance is caused or committed by any party other than the Lessee, its officers, employees, contractors or agents.

13. Hazardous Waste. The Lessee shall not cause or permit any Hazardous Substance (as hereinafter defined) to be brought, kept or used in or about the Premises by the Lessee, its officers, agents, employees, contractors, or invitees except in commercial quantities similar to those quantities usually kept on similar premises by others in the same business or profession. the Lessee shall store, use and dispose of such materials in compliance with all applicable Laws, including, without limitation, Applicable Environmental Law (as hereinafter defined). If any Hazardous Substance which is found, kept or brought on, in or under the Premises during the Term is released, suspected to be released or otherwise results in any contamination of the Premises or any adjoining property or the air, soil, surface water or ground water, the Lessee shall promptly take all actions, at its sole expense, as are necessary to return the affected area(s) to the condition existing prior to the introduction of any such Hazardous Substance, including, without limitation, any investigation or monitoring of site conditions or any clean up, remediation, response, removal, encapsulation, containment or restoration work required because of the presence of any such Hazardous Substance on, in or under the Premises or any release or suspected release or threat of release of any such Hazardous Substance in the air, soil, surface water or ground water (collectively, the "**Remedial Work**"). the Lessee shall obtain all necessary licenses, manifests, permits and approvals to perform the Remedial Work. the Lessee shall perform all Remedial Work and the disposal of all waste generated by the Remedial Work in accordance with all Applicable Environmental Law. Notwithstanding the foregoing, however, the Lessee shall not have any obligation to perform any Remedial Work that is necessitated by the presence of any Hazardous Substance coming onto or into the Premises from any adjacent real property that is caused solely by the LESSOR or its commissioners, officers, employees or agents.

Without limiting the generality of the foregoing or any other provision of this Lease Agreement, the Lessee shall be solely and completely responsible for responding to, defending against and/or complying with any administrative order, request or demand relating to potential or actual contamination on the Premises or release of any Hazardous Substance into any adjoining property or the air, soil, surface water or ground water, or third party claims (including the claims of current or future subtenants in the Premises, or other tenants or subtenants in units or parcels adjoining or near the Premises) for Remedial Work or for the costs of any such Remedial Work or for the costs of any such Remedial Work which the third-party claimant has undertaken, whether such order, request, demand or claim names the Lessor, the Lessee or both, or refers to the Premises in any way, except where the contamination was caused solely or intentionally by the Lessor, or, if the Lessor is not a potentially responsible party solely because of its ownership of the Premises, where such contamination affects or is released from the adjoining property and is caused by the acts or omissions of any party other than the Lessee or its subtenants or their respective officers, directors, partners, employees, agents, contractors or invitees. The responsibility conferred under this paragraph includes but is not limited to responding to such orders, requests, demands and claims on behalf of the Lessor and defending against any assertion of the Lessor's financial responsibility or individual duty to perform thereunder.

The Lessee shall indemnify, save harmless and defend the Lessor, its officers, employees, and agents from and against any and all claims (including, without limitation, third party claims for personal injury or real or personal property damage), actions, administrative proceedings (including informal proceedings), judgments, damages, punitive damages, penalties, fines, costs, liabilities, interest or losses (including, without limitation, sums paid in settlement of claims approved in writing by the

Lessee, attorney's fees, consultant fees, expert fees and any fees and expenses incurred in enforcing this indemnity) reasonably incurred by, sought from or asserted directly or indirectly against the Lessor during or after the Term as a result of the presence of any Hazardous Substance on, in or under the Premises or any release of any Hazardous Substance into the air, soil, surface water or ground water, which Hazardous Substance was brought, kept or used in or about the Premises at any time during the Term or any extension thereof, regardless of whether brought, kept or used by the Lessee or its officials, agents, employees, contractors or invitees or persons or parties other than the Lessor or parties acting at the Lessor's direction. The Lessee shall assume, pursuant to the foregoing indemnity, any liabilities or responsibilities which are assessed against the Lessor in any action described under this section. If any case, action or proceeding is brought against the Lessor, its officials, agents, or employees by reason of any such claim(s), the Lessee, upon notice from the Village, shall defend the same at the Lessee's expense by counsel reasonably satisfactory to the Village. The Lessee shall provide to the Lessor copies of all written communications, filings or other writings, photographs or materials given to or received from any person, entity or agency in connection with any cleanup or Remedial Work conducted by the Lessee, and shall notify the Lessor of, and permit the Lessor's representative to attend any meetings or oral communications relating thereto.

As used herein, the term "**Hazardous Substance**" means any hazardous or toxic substance, material, or waste which is or becomes regulated by any local governmental authority, the State of Florida or the United States Government, including, without limitation, (i) any substance, chemical or waste that is or shall be listed or defined as hazardous, toxic or dangerous under Applicable Environmental Law, (ii) any other chemical, material or substance, exposure to which is prohibited, limited or regulated by any federal, state or local governmental authority pursuant to any environmental, health and safety or similar law, code, ordinance, rule, regulation, order, or decree and which may or could pose a hazard to the health and safety of occupants or users of the Premises or any part thereof, any adjoining property or cause damage to the environment, (iii) any petroleum products, (iv) PCBs, (v) leaded paint, and (vi) asbestos. As used herein, the term "**Applicable Environmental Law**" shall include the Comprehensive Environmental Response, Compensation and Liability Act ("**CERCLA**"), 42 U.S.C. § 9601 et seq., the Resource Conservation and Recovery Act, 42 U.S.C. § 6901 et seq., the Federal Water Pollution Control Act, 33 U.S.C. § 1251 et seq., the Clean Air Act, 42 U.S.C. § 7401 et seq., the Hazardous Materials Transportation Act, 49 U.S.C. § 1801 et seq., the Toxic Substances Control Act, 15 U.S.C. § 2601 et seq., and the Safe Drinking Water Act, 42 U.S.C. §§ 300f through 300j-26, as such Acts have been or are hereafter amended from time to time; any so called superfund or superlien law; and any other federal, state and local statute, law, ordinance, code, rule, regulation, order or decree regulating, relating to or imposing liability or standards of conduct concerning any hazardous, toxic or dangerous waste, substance or material as now or any time hereafter in effect.

The obligations of the Lessee and the indemnities set forth in this Section shall survive the termination or expiration of this Lease.

14. Lessor's Right to Perform. If the Lessee fails to pay when due amounts payable under this Lease or to perform any of its other obligations under this Lease within the time permitted for its performance, then the Lessor, after thirty (30) calendar days prior written notice to the Lessee and without waiving any of its rights under this Lease, may (but will not be required to) pay such amount or perform such obligation, unless the Lessee notifies the Lessor in writing during such thirty (30) calendar day period that the Lessee is withholding the subject payment or performance due to a dispute as to the legitimacy or correctness of same and takes steps reasonably necessary to protect the Lessor's interests. All amounts so paid by the Lessor and all reasonable costs and expenses incurred by the Lessor in connection with the performance of any such obligations will be payable by the Lessee to the Lessor within thirty (30) calendar days after the Lessor has notified the Lessee in writing of the amounts incurred by the Lessor on its behalf.

15. Casualty, Condemnation. In the event of any fire, earthquake, act of God, or other casualty to or in connection with the Premises, which substantially damages the building at the Premises (each, a "Casualty") and/or, by exercise of the right of eminent domain or by conveyance made in response to the threat of the exercise of such right (in either case a "Taking") during the Term, the Lessor and Lessee shall work together to either equitably address the Casualty and/or Taking. Resolution of such issues shall require approval of the Lessor's Village Council. If the Lessor and Lessee cannot agree on how to equitably address the Casualty or Taking, this Lessor reserves the right to terminate this Lease Agreement upon thirty (30) days written notice.

16. Events of Default. At the option of the Lessor, the occurrence of any of the following events shall constitute and are defined as an "**Event of Default**" by the Lessee:

(a) the Lessee defaults in the due and punctual payment of any rent or any other amounts due to Lessor, and such default continues for thirty (30) calendar days after written notice from the Lessor;

(b) the Lessee intentionally and irrevocably abandons the Premises for a period of sixty (60) days;

(c) Any claim or notice of lien shall be filed against the Premises or the Lessor's interest therein relating to or arising out of the construction work or any other improvement to or modification of the Premises, unless the Lessee causes such claim or notice of lien to be discharged of record (by payment, bonding or otherwise) within sixty (60) days after the Lessee receives written notice of such claim or notice;

(d) the Lessee breaches any of the other agreements, terms, covenants, or conditions which are not referenced in subsection (a), (b), (c), (e), (f), or (g) of this Section and this Lease Agreement requires the Lessee to perform and such breach continues for a period of thirty (30) calendar days after notice by the Lessor to the Lessee; provided, however, if the nature of the breach is such that it cannot be cured by the Lessee reasonably within the period of thirty (30) calendar days, the Lessee shall not be deemed in default of this Lease if the Lessee commences the curing of such default within such period of thirty (30) days and prosecutes in good faith the curing of same continuously thereafter until the same is, in fact, cured;

(e) the Lessee uses the Premises for uses other than the permitted use provided for herein that is not cured within thirty (30) days following written notice;

(f) the Lessee makes any assignment in violation of this Lease that is not cured within thirty (30) days following written notice;

(g) the Lessee voluntarily initiates any proceeding under any federal or state law relating to bankruptcy, insolvency, arrangement, reorganization, readjustment of debt or any other form of debtor relief, or the involuntary initiation against the Lessee of any such proceeding that is not dismissed within ninety (90) calendar days after filing, or failure by the Lessee or, as applicable, to promptly have discharged any execution, garnishment or attachment of such consequence as would impair the ability of the Lessee to carry on their operations at the Premises, or assignment by the Lessee, as applicable, for the benefit of creditors, or the entry by the Lessee into an agreement of composition with creditors or the failure generally by the Lessee, as applicable, to pay its debts as they become due.

17. Remedies. If any one or more Events of Default set forth in Section **Error! Reference source not found.** occurs, then the Lessor may terminate this Lease by written notice to the Lessee of its intention to terminate this Lease on the date (including any cure period described above) specified in such notice, which notice shall be at least sixty (60) days in advance of the proposed termination, and, on the date specified in such notice, this Lease shall automatically terminate as of the date specified in such notice, and the Lessee shall promptly vacate the Premises as herein required. No right or remedy conferred upon or reserved to the Parties in this Lease Agreement is intended to be exclusive of any other right or remedy. Each and every right and remedy shall be cumulative and in addition to any other right or remedy given under this Lease (including, but not limited to, indemnification rights benefitting the Lessor) or existing at law or in equity to the extent provided for herein; provided, however, the Lessor's remedies shall not include the recovery of any consequential or punitive damages.

18. No Broker. The Lessor and Lessee each represent and warranty to the other that they have not dealt with any broker or finder with regard to this Lease Agreement.

19. Time of Essence. Time is of the essence of each and every provision of this Lease Agreement, provided, however, except for payment of any rent or other amount due under this Lease Agreement, that any time deadline or limitation shall be subject to extension for any delay that arises from unforeseeable causes beyond the reasonable control and without the fault or negligence of the Lessor or the Lessee. Examples of such causes include (a) acts of God, or public enemy, (b) acts or failure to act of a contractor in the performance of a contract with the Lessor or the Lessee, provided that

the party hereunder seeking such action by the contractor properly requests same in a timely manner and thereafter diligently pursues same, (c) fires, (d) floods, (e) epidemics, (f) quarantine restrictions, (g) strikes or labor disputes, (h) freight embargoes, (i) unusually severe weather, (j) delays of subcontractors or suppliers at any tier arising from unforeseeable causes beyond the reasonable control and without the fault or negligence of the Lessor or the Lessee, as applicable, and (k) unusual disruptions in financial markets.

20. No Assignment. Lessee agrees that the rights hereunder are not assignable by the Lessee, and the Lessee does not have the right to sublease the Premises herein leased without the express written consent of Lessor's **Village Manager** being first obtained.

21. Renewal Option. In the event Lessee shall desire to renew the Term of this Lease Agreement, it shall notify the Lessor of its desire to renew the Lease in writing no less than **90 days prior** to the expiration of this Lease. The Lessor shall notify the Lessee of its decision either to renew this Lease or of its refusal to renew this Lease in writing, no less than 45 days before the expiration date of this Lease. If the Village Council, acting as the Lessor, shall see fit to renew this Lease Agreement in its sole and absolute discretion, Lessor's Village Council may renew this Lease Agreement for an additional five (5) year term, and the renewal term shall become the Term of this Lease Agreement.

22. Reversion to Village. All buildings, structures or other improvements erected, including any future additions hereto during the Term of this Lease Agreement, placed on or made to the Premises hereby leased, shall revert to, and become the property of the Lessor in the event the Lessee shall become insolvent, or if the Lessee corporation shall disband and cease to function pursuant to its Articles of Incorporation before the termination or expiration of this Lease Agreement, this being one of the considerations for the granting of this Lease at nominal rental charge stated herein. In the event Lessee shall become bankrupt or is assigned a receiver for purposes of managing and/or distributing Lessee's assets, this Lease Agreement shall terminate and the Premises leased and the buildings thereon shall revert to the Lessor and this Lease Agreement shall not become an asset of the bankrupt estate. At the termination or expiration of this Lease Agreement, the Lessee shall turn the Premises over to the Lessor in the same or better condition than presently exists except in the event of Casualty or Taking as described below. The Lessee shall not be permitted to remove any building or structure from the Premises leased.

23. No Waiver. No waiver of any condition or agreement in this Lease Agreement by the Lessor will imply or constitute a further waiver by the Lessor of any other condition or agreement. No act or thing done by the Lessor's agents during the Term of this Lease Agreement will be deemed an acceptance of a surrender of the Premises, and no agreement to accept such surrender will be valid unless approved at a public meeting by the Lessor's Village Council. No payment by the Lessee, nor receipt from the Lessor, of a lesser amount than the amounts due under this Lease will be deemed to be anything other than a payment on account of the earliest stipulated amount due. No endorsement or statement on any check, or any letter accompanying any check or payment will be deemed an accord and satisfaction. The Lessor will accept such check for payment without prejudice to the Lessor's right to recover the balance of such additional amount due or to pursue any other remedy available to the Lessor.

24. Captions, Gender, Etc. The captions are inserted in this Lease Agreement only for convenience of reference and do not define, limit, or describe the scope or intent of any provisions of this Lease. Unless the context clearly requires otherwise, the singular includes the plural, and vice versa, and the masculine, feminine, and neuter adjectives include one another.

25. Public Records. Lessee acknowledges that Lessor is subject to Florida's Public Records Law, Chapter 119, Florida Statutes, and that this Lease Agreement and records arising from or related to this Lease Agreement shall be construed as public records subject to public disclosure.

26. Amendment. Except where the Lessor's Village Manager is specifically authorized to act, this Lease Agreement may only be amended by mutual agreement of the Lessor's Village Council and the Lessee, provided that all amendments must be in writing and signed by both parties.

27. Quiet Enjoyment. The Lessee, upon paying all sums due under this Lease Agreement and keeping, observing and performing all the terms, covenants, agreements, provisions, conditions and limitations of this Lease Agreement on the Lessee's part to be kept, observed and performed, shall quietly have and enjoy the Premises during the Term of this Lease Agreement without hindrance or

molestation by anyone lawfully claiming by, under or through the Lessor. Notwithstanding the foregoing, the Lessor shall have right of access to the Premises at any reasonable time that the Premises is open to the public or Lessee's members or in the event of an emergency. Lessor shall also have the right to access the Premises upon 24 hours' written notice to Lessee by hand-delivery of the notice to Lessee, its officers, employees or agents at the Premises.

28. Counterparts. This Lease Agreement may be executed by the LESSOR and the Lessee in one or more counterparts, each of which shall be an original, but all of which together shall constitute one and the same instrument.

29. PALM BEACH COUNTY IG: In accordance with Palm Beach County ordinance number 2011-009, Lessee acknowledges that this Agreement may be subject to investigation and/or audit by the Palm Beach County Inspector General. The CONSULTANT has reviewed Palm Beach County ordinance number 2011-009 and is aware of its rights and/or obligations under such ordinance.

30. Governing Law and Venue. This Lease Agreement shall be governed by and construed and interpreted in accordance with the laws of the State of Florida. Each of the parties hereto (a) irrevocably submit itself to the exclusive jurisdiction of the Fifteenth Judicial Circuit Court in and for Palm Beach County, Florida for state actions and jurisdiction of the United States District Court for the Southern District of Florida, Palm Beach Division, for the purposes of any suit, action or other proceeding arising out of, or relating to, this Agreement; (b) waives and agrees not to assert against any party hereto, by way of motion, as a defense of otherwise, in any suit, action or other proceeding, any claim that it is not personally subject to the jurisdiction of the above-named courts for any reason whatsoever; and (ii) to the extent permitted by applicable law, any claim that such suit, action or proceeding by any part hereto is brought in an inconvenient forum or that the venue of such suit, action or proceeding is improper or that this Lease Agreement or the subject matter hereof may not be enforced in or by such courts.

31. Waiver of Jury Trial. Lessor and Lessee each waive the right to a trial by jury in any action or proceeding based upon, or related to, the subject matter of this Lease Agreement. This waiver is knowingly, intentionally, and voluntarily made by each party and each party expressly acknowledges that neither the other party nor any person acting on behalf of the other party has made any representations of fact to include this waiver of trial by jury or in any way to modify or nullify its effect. Each party acknowledges to the other that it has read and understands the meaning and effect of this waiver provision.

32. Integrated Lease; Preparation. This Lease Agreement constitutes all covenants, promises, agreements, representations, conditions and understandings between the Lessor and Lessee concerning the leased Premises, and there are no covenants, promises, representations, conditions or understandings by any party or the agent of any party hereto, either oral or written, between the parties or relied upon by the parties, other than are herein set forth. No subsequent alteration, modification, deletion, change or addition to this Lease shall be binding upon the Lessor or Lessee unless same shall be in writing and signed by Lessor and Lessee. This Lease Agreement shall not be construed more strongly against either party regardless of who was more responsible for its preparation.

33. Third Party Beneficiary. Nothing contained in this Lease shall be construed so as to confer upon any other party the rights of a third-party beneficiary.

34. Radon Gas. Radon is a naturally occurring radioactive gas that, when it has accumulated in a building in sufficient quantities, may present health risks to persons who are exposed to it over time. Levels of radon that exceed federal and state guidelines have been found in buildings in Florida. Additional information regarding radon and radon testing may be obtained from the Palm Beach County Public Health Unit.

35. Americans with Disabilities Act. Notwithstanding anything to the contrary contained herein, Lessee, at its sole cost and expense, shall cause all alterations, additions, improvements and repairs to the Premises to comply with the provisions of the Americans with Disabilities Act and other similar federal, state, and local laws and regulations, including, without limitation, any alterations required under ADA for the purposes of "public accommodations" (as that term is used in the ADA).

36. **No Partnership Relationship**. It is understood and agreed that Lessor shall in no event be construed or held to be a partner or associate of Lessee in the conduct of Lessee's business, nor shall Lessor be liable for any debts incurred by Lessee in the conduct of Lessee's business, but it is understood and agreed that the relationship is and at all times shall remain that of Lessor and Lessee.

37. **Public Entity Crimes**. As provided in sections 287.132-133, Florida Statutes, as amended from time to time, by entering into this Lease, the Lessee certifies that it and its affiliates have not been placed on the convicted vendor list maintained by the State of Florida Department of Management Services within the thirty-six (36) months immediately preceding the Effective Date hereof.

38. Notice. Except as otherwise stated in this Lease Agreement, any notice required to be given under this Lease Agreement shall be delivered by hand, sent by certified mail (return receipt requested), or sent by nationally recognized overnight courier as follows to the Lessor:

Village of Palm Springs
Attn: Village Manager
226 Cypress Lane
Palm Springs, FL 33461

and to the Lessee as follows:

Charles J. Taylor Post No. 4360, VFW
Attn: Paul Bosco
222 Cypress Lane
Palm Springs, FL 33461

Either party may amend this notice provision by written notice to the other party.

IN WITNESS WHEREOF, the parties have hereunto executed this Lease Agreement for the purpose herein expressed this _____ day of _____ 2025.

LESSOR: VILLAGE OF PALM SPRINGS, FLORIDA

By: _____
Bev Smith, Mayor

ATTEST:

_____
Kimberly Wynn, Village Clerk

Witness:

_____
Print Name
226 Cypress Lane, Palm Springs, Florida 33406

Approved as to form and legal sufficiency:

_____
Christy Goddeau, Village Attorney

STATE OF FLORIDA
COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this _____ day of _____, 2025, by Bev Smith, as Mayor of the Village of Palm Springs, Florida (on behalf of Lessor). She is personally known to me.

_____
[Notary Seal] Notary Public, State of Florida

Witness: **LESSEE**: **CHARLES J. TAYLOR POST NO. 4360 VETERANS OF FOREIGN WARS OF THE UNITED STATES, INC.**

By:_____
Print Name:_____
Print Address:_____

By: _____

By:_____
Print Name:_____
Print Adress:_____

Print Name: _____

Title: _____

[Corporate Seal]

STATE OF FLORIDA }
COUNTY OF PALM BEACH }

THE FOREGOING instrument was acknowledged before me by means of ___ physical presence or ___ online notarization on this ____ day of _____ 2024, by _____, as the _____ [title] of **CHARLES J. TAYLOR POST NO. 4360 VETERANS OF FOREIGN WARS OF THE UNITED STATES, INC.**, who is personally known to me or who has produced_____ as identification and who did affirm or swear that he/she is authorized to bind **CHARLES J. TAYLOR POST NO. 4360 VETERANS OF FOREIGN WARS OF THE UNITED STATES, INC.,** to this Lease Agreement.

Notary Seal:

_____
Notary Public Signature

Village of Palm Springs

Executive Brief

AGENDA DATE: June 12, 2025

DEPARTMENT: HR Department

ITEM #3: Amendment No. 10 to the Tyler Technologies Agreement

SUMMARY: The Village has used Tyler Technologies for its MUNIS applications since 1992. In July 2023, the Village extended the agreement for three more years.

The Human Resources Department requests approval to amend the current Tyler Technologies MUNIS application agreement to include the Risk Management module. This module will enable the risk management division to streamline critical processes and enhance productivity.

The Utilities Department requests approval to amend the current Tyler Technologies MUNIS application agreement to include the Enterprise Asset Management module. This module will enable the department to track the cost of maintaining assets and provide data to make better financial decisions regarding asset replacement.

The integration of these tools aligns with our ongoing efforts to improve operational efficiency and risk oversight across departments. It also aligns with the Village's Strategic Plan-Embracing Technological Innovation.

FISCAL IMPACT:
The Risk Management module has a one-time cost for implementation of $6,300 and an annual recurring cost of $1,703. The amount was budgeted and approved in the Human Resources Department's "Other Contractual Services" line for FY 2025.

The Enterprise Asset Management module has a one-time cost for implementation of $50,840 and an annual recurring cost of $8,803. The amount was not included in the FY 2025 Utilities Department budget. An internal budget transfer to support this proposed cost may be completed within the "other contractual services" account at a later date.

ATTACHMENTS:
1. Village of Palm Springs Risk Management Module
2. Village of Palm Springs Enterprise Asset Management Module

Quoted By:	Cindy Chase
Quote Expiration:	10/31/25
Quote Name:	Palm Springs - Risk Management
Quote Description:	Risk Management
Saas Term	1.00

Sales Quotation For:

Village of Palm Springs
226 Cypress Ln
Palm Springs FL 33461-1699

Shipping Address:

Tyler SaaS and Related Services

Description	Qty	Imp. Hours	Annual Fee
Human Resources Management			
Risk Management	1	32	$ 1,703.00
TOTAL		**32**	**$ 1,703.00**

Professional Services

Description	Quantity	Unit Price	Ext Discount	Extended Price	Maintenance
Project Management	4	$ 175.00	$ 0.00	$ 700.00	$ 0.00
Remote Implementation	32	$ 175.00	$ 0.00	$ 5,600.00	$ 0.00
TOTAL				**$ 6,300.00**	**$ 0.00**

Summary	One Time Fees	Recurring Fees
Total Tyler License Fees	$ 0.00	$ 0.00
Total SaaS	$ 0.00	$ 1,703.00
Total Tyler Services	$ 6,300.00	$ 0.00
Total Third-Party Hardware, Software, Services	$ 0.00	$ 0.00
Summary Total	**$ 6,300.00**	**$ 1,703.00**
Contract Total	**$ 8,003.00**	

Client's purchase of the items listed above is subject to the Comments below
Unless otherwise indicated in the contract or amendment thereto, pricing for optional items will be held
For six (6) months from the Quote date or the Effective Date of the Contract, whichever is later.

Customer Approval: _____ Date: _____

Print Name: _____ P.O.#: _____

All Primary values quoted in US Dollars

Comments

Client agrees that items in this sales quotation are, upon Client's signature or approval of same, hereby added to the existing agreement ("Agreement") between the parties and subject to its terms. Additionally, payment for said items, as applicable but subject to any listed assumptions herein, shall conform to the following terms:

- License fees for Tyler and third party software are invoiced upon the earlier of (i) deliver of the license key or (ii) when Tyler makes such software available for download by the Client;

- Fees for hardware are invoiced upon delivery;
- Fees for year one of hardware maintenance are invoiced upon delivery of the hardware;
- Annual Maintenance and Support fees, SaaS fees, Hosting fees, and Subscription fees are first payable when Tyler makes the software available for download by the Client (for Maintenance) or on the first day of the month following the date this quotation was signed (for SaaS, Hosting, and Subscription), and any such fees are prorated to align with the applicable term under the Agreement, with renewals invoiced annually thereafter in accord with the Agreement.
- Fees for services included in this sales quotation shall be invoiced as indicated below.
    - Implementation and other professional services fees shall be invoiced as delivered.
    - Fixed-fee Business Process Consulting services shall be invoiced 50% upon delivery of the Best Practice Recommendations, by module, and 50% upon delivery of custom desktop procedures, by module.
    - Fixed-fee conversions are invoiced 50% upon initial delivery of the converted data, by conversion module, and 50% upon Client acceptance to load the converted data into Live/Production environment, by conversion module.
    - Except as otherwise provided, other fixed price services are invoiced upon complete delivery of the service. For the avoidance of doubt, where "Project Planning Services" are provided, payment shall be invoiced upon delivery of the Implementation Planning document. Dedicated Project Management services, if any, will be invoiced monthly in arrears, beginning on the first day of the month immediately following initiation of project planning.
    - If Client has purchased any change management services, those services will be invoiced in accordance with the Agreement.
    - Notwithstanding anything to the contrary stated above, the following payment terms shall apply to services fees specifically for migrations: Tyler will invoice Client 50% of any Migration Fees listed above upon Client approval of the product suite migration schedule. The remaining 50%, by line item, will be billed upon the go-live of the applicable product suite. Tyler will invoice Client for any Project Management Fees listed above upon the go-live of the first product suite. Unless otherwise indicated on this Sales quotation, annual services will be invoiced in advance, for annual terms commencing on the date this sales quotation is signed by the Client. If listed annual service(s) is an addition to the same service presently existing under the Agreement, the first term of the added annual service will be prorated to expire coterminous with the existing annual term for the service, with renewals to occur as indicated in the Agreement.
- Expenses associated with onsite services are invoiced as incurred.

Tyler's quote contains estimates of the amount of services needed, based on our preliminary understanding of the scope, level of engagement, and timeline as defined in the Statement of Work (SOW) for your project. The actual amount of services required may vary, based on these factors.

Tyler's pricing is based on the scope of proposed products and services contracted from Tyler. Should portions of the scope of products or services be altered by the Client, Tyler reserves the right to adjust prices for the remaining scope accordingly.

Unless otherwise noted, prices submitted in the quote do not include travel expenses incurred in accordance with Tyler's then-current Business Travel Policy.

Tyler's prices do not include applicable local, city or federal sales, use excise, personal property or other similar taxes or duties, which you are responsible for determining and remitting. Installations are completed remotely but can be done onsite upon request at an additional cost.

In the event Client cancels services less than four (4) weeks in advance, Client is liable to Tyler for (i) all non-refundable expenses incurred by Tyler on Client's behalf; and (ii) daily fees associated with the cancelled services if Tyler is unable to re-assign its personnel.

The Implementation Hours included in this quote assume a work split effort of 70% Client and 30% Tyler.

Implementation Hours are scheduled and delivered in four (4) or eight (8) hour increments.

Tyler provides onsite training for a maximum of 12 people per class. In the event that more than 12 users wish to participate in a training class or more than one occurrence of a class is needed, Tyler will either provide additional days at then-current rates for training or Tyler will utilize a Train-the-Trainer approach whereby the client designated attendees of the initial training can thereafter train the remaining users.

Standard Project Management responsibilities include project plan creation, initial stakeholder presentation, bi-weekly status calls, updating of project plan task statuses, and go-live planning activities.

Quoted By:	Cindy Chase
Quote Expiration:	11/30/25
Quote Name:	Palm Springs - Utilities EAM Implementation
Quote Description:	EAM for Utilities
Saas Term	1.00

Sales Quotation For:

Village of Palm Springs
226 Cypress Ln
Palm Springs FL 33461-1699

Shipping Address:

Tyler SaaS and Related Services

Description	Qty	Imp. Hours	Annual Fee
Additional			
GIS Site License	1	8	$ 8,803.00
TOTAL		**8**	**$ 8,803.00**

Professional Services

Description	Quantity	Unit Price	Ext Discount	Extended Price	Maintenance
Implementation - Remote	300	$ 155.00	$ 0.00	$ 46,500.00	$ 0.00
Project Management	20	$ 155.00	$ 0.00	$ 3,100.00	$ 0.00
Remote Implementation	8	$ 155.00	$ 0.00	$ 1,240.00	$ 0.00
TOTAL				**$ 50,840.00**	**$ 0.00**

Summary	One Time Fees	Recurring Fees
Total Tyler License Fees	$ 0.00	$ 0.00
Total SaaS	$ 0.00	$ 8,803.00
Total Tyler Services	$ 50,840.00	$ 0.00
Total Third-Party Hardware, Software, Services	$ 0.00	$ 0.00
Summary Total	**$ 50,840.00**	**$ 8,803.00**
Contract Total	**$ 59,643.00**	

Client's purchase of the items listed above is subject to the Comments below
Unless otherwise indicated in the contract or amendment thereto, pricing for optional items will be held
For six (6) months from the Quote date or the Effective Date of the Contract, whichever is later.

Customer Approval: _____ Date: _____

Print Name: _____ P.O.#: _____

All Primary values quoted in US Dollars

Optional Tyler SaaS and Related Services

Description	Qty	Imp. Hours	Annual Fee
Data Insights			
Enterprise ERP EAM Insights	1	0	$ 2,500.00
Enterprise ERP Financial Insights	1	0	$ 2,500.00
Enterprise ERP Payroll & HR Insights	1	0	$ 2,500.00
Enterprise ERP Revenue Insights	1	0	$ 2,500.00

TOTAL:	**0**	**$ 10,000.00**

Optional Professional Services

Description	Quantity	Unit Price	Ext. Discount	Extended Price	Maintenance
Executive Insights Implementation	1	$ 4,800.00	$ 0.00	$ 4,800.00	$ 0.00
Conversion – See Detailed Breakdown Below				$ 10,000.00	$ 0.00
TOTAL				**$ 14,800.00**	**$ 0.00**

Optional Conversion Details (Prices Reflected Above)

Description	Quantity	Unit Price	Discount	Total
Enterprise Asset Management				
Asset Maintenance	1	$ 10,000.00	$ 0.00	$ 10,000.00
TOTAL				**$ 10,000.00**

Comments

Client agrees that items in this sales quotation are, upon Client's signature or approval of same, hereby added to the existing agreement ("Agreement") between the parties and subject to its terms. Additionally, payment for said items, as applicable but subject to any listed assumptions herein, shall conform to the following terms:

- License fees for Tyler and third party software are invoiced upon the earlier of (i) deliver of the license key or (ii) when Tyler makes such software available for download by the Client;
- Fees for hardware are invoiced upon delivery;
- Fees for year one of hardware maintenance are invoiced upon delivery of the hardware;
- Annual Maintenance and Support fees, SaaS fees, Hosting fees, and Subscription fees are first payable when Tyler makes the software available for download by the Client (for Maintenance) or on the first day of the month following the date this quotation was signed (for SaaS, Hosting, and Subscription), and any such fees are prorated to align with the applicable term under the Agreement, with renewals invoiced annually thereafter in accord with the Agreement.
- Fees for services included in this sales quotation shall be invoiced as indicated below.
    - Implementation and other professional services fees shall be invoiced as delivered.

- Fixed-fee Business Process Consulting services shall be invoiced 50% upon delivery of the Best Practice Recommendations, by module, and 50% upon delivery of custom desktop procedures, by module.
- Fixed-fee conversions are invoiced 50% upon initial delivery of the converted data, by conversion module, and 50% upon Client acceptance to load the converted data into Live/Production environment, by conversion module.
- Except as otherwise provided, other fixed price services are invoiced upon complete delivery of the service. For the avoidance of doubt, where "Project Planning Services" are provided, payment shall be invoiced upon delivery of the Implementation Planning document. Dedicated Project Management services, if any, will be invoiced monthly in arrears, beginning on the first day of the month immediately following initiation of project planning.
- If Client has purchased any change management services, those services will be invoiced in accordance with the Agreement.
- Notwithstanding anything to the contrary stated above, the following payment terms shall apply to services fees specifically for migrations: Tyler will invoice Client 50% of any Migration Fees listed above upon Client approval of the product suite migration schedule. The remaining 50%, by line item, will be billed upon the go-live of the applicable product suite. Tyler will invoice Client for any Project Management Fees listed above upon the go-live of the first product suite. Unless otherwise indicated on this Sales quotation, annual services will be invoiced in advance, for annual terms commencing on the date this sales quotation is signed by the Client. If listed annual service(s) is an addition to the same service presently existing under the Agreement, the first term of the added annual service will be prorated to expire coterminous with the existing annual term for the service, with renewals to occur as indicated in the Agreement.

- Expenses associated with onsite services are invoiced as incurred.

Tyler's quote contains estimates of the amount of services needed, based on our preliminary understanding of the scope, level of engagement, and timeline as defined in the Statement of Work (SOW) for your project. The actual amount of services required may vary, based on these factors.

Tyler's pricing is based on the scope of proposed products and services contracted from Tyler. Should portions of the scope of products or services be altered by the Client, Tyler reserves the right to adjust prices for the remaining scope accordingly.

Unless otherwise noted, prices submitted in the quote do not include travel expenses incurred in accordance with Tyler's then-current Business Travel Policy.

Tyler's prices do not include applicable local, city or federal sales, use excise, personal property or other similar taxes or duties, which you are responsible for determining and remitting. Installations are completed remotely but can be done onsite upon request at an additional cost.

In the event Client cancels services less than four (4) weeks in advance, Client is liable to Tyler for (i) all non-refundable expenses incurred by Tyler on Client's behalf; and (ii) daily fees associated with the cancelled services if Tyler is unable to re-assign its personnel.

The Implementation Hours included in this quote assume a work split effort of 70% Client and 30% Tyler.

Implementation Hours are scheduled and delivered in four (4) or eight (8) hour increments.

Tyler provides onsite training for a maximum of 12 people per class. In the event that more than 12 users wish to participate in a training class or more than one occurrence of a class is needed, Tyler will either provide additional days at then-current rates for training or Tyler will utilize a Train-the-Trainer approach whereby the client designated attendees of the initial training can thereafter train the remaining users.

Asset Maintenance conversion includes: Work Order Asset, Closed Work Order History- No Cost Data, Work Order History with Cost Data

Your rights, and the rights of any of your end users, to use Tyler's Data & Insights SaaS Services, or certain Tyler solutions which include Tyler's Data & Insights data platform, are subject to the Terms of Services, available at https://www.tylertech.com/terms/data-insights-saas-services-terms-of-service. By signing this sales quotation, or accessing, installing, or using any of the Tyler solutions listed at the linked terms, you certify that you have reviewed, understand, and agree to said terms.

Standard Project Management responsibilities include project plan creation, initial stakeholder presentation, bi-weekly status calls, updating of project plan task statuses, and go-live planning activities.

Village of Palm Springs

Executive Brief

AGENDA DATE: June 12, 2025

DEPARTMENT: Finance

ITEM #4: Resolution No. 2025-37 Council Contingency Amendment

SUMMARY: The Finance Department requests the Village Council consider a $278,985.00 General Fund Budget Transfer from the Council Contingency. If approved, the proposed budget transfer would amend the following department budgets based on actual and estimated cost projections for the fiscal year.

- Parks and Recreation - $205,985 to cover the design phase of the Village Commons Park Capital Project
- Information Technology - $73,000 to upgrade several Village desktops that do not support Windows 10, which will become obsolete in October 2025

After the transfer, the Council Contingency will have a remaining balance of $142,015.00.

FISCAL IMPACT:
This transfer will result in a net decrease of $278,985 to the Village Council budget, with corresponding increases to the following department budgets:

- Parks and Recreation $205,985
- Information Technology $73,000

ATTACHMENTS:
1. Proposed Resolution No. 2025-37 Budget (Transfer) Amendment
2. Budget Transfer - Council Contingency
3. Budget Summary AD FY25 - Amendment

RESOLUTION NO. 2025-37

A RESOLUTION OF THE VILLAGE COUNCIL OF THE VILLAGE OF PALM SPRINGS, FLORIDA, ADOPTING A GENERAL APPROPRIATION BUDGET AMENDMENT AND CORRESPONDING APPROPRIATIONS FOR THE VILLAGE'S NECESSARY OPERATING EXPENSES FROM COUNCIL CONTINGENCY WITHIN THE GENERAL FUND BUDGET TO INFORMATION TECHNOLOGY (IT) AND PARKS AND RECREATION DEPARTMENT FOR THE VILLAGE DURING THE FISCAL YEAR BEGINNING OCTOBER 1, 2024, AND ENDING SEPTEMBER 30, 2025; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Village of Palm Springs, Florida ("Village") previously adopted the FY 2024 Annual Operating Budget, pursuant to Ordinance No. 2024-07 on September 26, 2024; and

WHEREAS, the Village finds it is necessary and essential to amend the FY 2024-2025 Annual Operating Budget as set forth in this Resolution; and

WHEREAS, adoption of the FY 2024-2025 Amended Annual Operating Budget set forth herein serves a valuable public purpose.

NOW THEREFORE, BE IT RESOLVED BY THE VILLAGE COUNCIL OF THE VILLAGE OF PALM SPRINGS, FLORIDA;

Section 1. The above recitals are hereby ratified and confirmed as being true and correct and are hereby incorporated into this Resolution.

Section 2. The funds and available resources and revenues, more specifically described in "Exhibit A", attached hereto and incorporated herein by reference, are appropriated to provide the funding for necessary operating and other expenses of departments of the Village for the fiscal year.

Section 3. The revenues and expenses as set forth in "Exhibit A" are hereby incorporated by reference and are hereby adopted as the amended budget for the FY 2024-2025.

Section 4. This Resolution shall take effect immediately upon adoption. Council Member _____ offered the foregoing resolution. Council Member _____ seconded the motion, and upon being put to a vote, the vote was as follows:

	Aye	Nay	Absent
BEV SMITH, MAYOR	□	□	□
KIM SCHMITZ, VICE MAYOR	□	□	□
GARY READY, MAYOR PRO TEM	□	□	□
JONI BRINKMAN, COUNCIL MEMBER	□	□	□
PATTI WALLER, COUNCIL MEMBER	□	□	□

The Mayor thereupon declared the Resolution duly passed and adopted this 12th day of JUNE 2025.

VILLAGE OF PALM SPRINGS, FLORIDA

BY: _____
BEV SMITH, MAYOR

ATTEST:

BY: _____
KIMBERLY M. WYNN, VILLAGE CLERK

REVIEWED FOR FORM AND LEGAL SUFFICIENCY

BY: _____
CHRISTY GODDEAU, VILLAGE ATTORNEY

VILLAGE OF PALM SPRINGS
REQUEST FOR BUDGET TRANSFER OR AMENDMENT
FISCAL YEAR 2024-2025

Transfer Number

ACCOUNT NUMBER	LINE ITEM DESCRIPTION	CURRENT BUDGET	INCREASE	DECREASE	AMENDED BUDGET
01111-59900	Council Contingency	421,000.00		278,985.00	142,015.00
01772-56300	Impr Other Than Bldgs	175,000.00	205,985.00		380,985.00
01116-55216	IT Equipment	157,176.00	73,000.00		230,176.00
	TOTAL	$ 753,176.00	$ 278,985.00	$ 278,985.00	$ 753,176.00

EXPLANATION: Cover Village Commons Park Design Phase for Parks and Rec. Cover IT Equipment upgrade for Windows 10 Support.

Prepared by: _____ Date: _____

Approved by: _____ Date: _____

Finance Reviewed: _____ Date: _____

Approved by: _____ _____
Village Manager Date

Approved by Council (Date of Meeting) _____

Processed by

Finance: _____ Date: _____

PROPOSED BUDGET
VILLAGE OF PALM SPRINGS - FISCAL YEAR 2024 - 2025

THE PROPOSED OPERATING BUDGET EXPENDITURES OF THE VILLAGE OF PALM SPRINGS ARE 13.5% MORE THAN LAST YEAR'S TOTAL OPERATING EXPENDITURES.

ESTIMATED REVENUES:	MILLAGE PER $1,000	GENERAL FUND	AMERICAN RESCUE PLAN FUND	PALM SPRINGS CRA	DEBT SERVICE FUND	WATER & SEWER ENTERPRISE FUND	STORMWATER UTILITY ENTERPRISE FUND	TOTAL VILLAGE BUDGET
Taxes:								
Ad Valorem Taxes	**3.5000**	$6,969,944		$555,141				$7,525,085
Voted Debt Service Ad Valorem Tax	**0.2121**				$422,618			$422,618
Sales and Use Taxes		$3,101,441						$3,101,441
Utility Service Taxes		$3,507,467						$3,507,467
Local Business Taxes		$400,000						$400,000
Permits and Fees		$3,574,118						$3,574,118
Intergovernmental Revenues		$4,975,849		$1,000,000				$5,975,849
Charges for Services		$3,424,059				$24,628,872	$532,442	$28,585,373
Fines and Forfeitures		$296,200				$567,073		$863,273
Miscellaneous Revenues		$1,655,855		$19,500		$1,341,000	$60,000	$3,076,355
TOTAL SOURCES		**$27,904,933**	**$0**	**$1,574,641**	**$422,618**	**$26,536,945**	**$592,442**	**$57,031,579**
Transfers In		$6,393,660		$2,412,479		$423,937	$3,975,906	$13,205,982
Fund Balances/Reserves/Net Assets		$17,170,684	$7,519,341	$742,243		$11,863,345		$37,295,613
TOTAL REVENUES, TRANSFERS & BALANCES		**$51,469,277**	**$7,519,341**	**$4,729,363**	**$422,618**	**$38,824,227**	**$4,568,348**	**$107,533,174**

EXPENDITURES/EXPENSES:	MILLAGE PER $1,000	GENERAL FUND	AMERICAN RESCUE PLAN FUND	PALM SPRINGS CRA	DEBT SERVICE FUND	WATER & SEWER ENTERPRISE FUND	STORMWATER UTILITY ENTERPRISE FUND	TOTAL VILLAGE BUDGET
Legislative		$436,405						$436,405
Executive		$1,339,978						$1,339,978
Finance		$1,053,710						$1,053,710
Legal		$225,000						$225,000
Human Resources		$652,789						$652,789
Information Technology		$1,473,719						$1,473,719
General Government		$1,722,732						$1,722,732
Planning, Zoning & Building		$2,243,930						$2,243,930
Law Enforcement		$26,809,606						$26,809,606
Sanitation		$1,759,667						$1,759,667
Water and Sewer Utility						$35,918,567		$35,918,567
Stormwater Utility							$4,568,348	$4,568,348
Public Works		$7,211,080						$7,211,080
Community Redevelopment Agency				$4,729,363				$4,729,363
Economic Development								$0
Library		$1,131,154						$1,131,154
Parks and Recreation		$2,166,348						$2,166,348
Special Events		$250,950						$250,950
Debt Service					$422,618	$211,228		$633,846
TOTAL EXPENDITURES/EXPENSES		**$48,477,068**	**$0**	**$4,729,363**	**$422,618**	**$36,129,795**	**$4,568,348**	**$94,327,192**
Transfers Out		$2,992,209	$7,519,341			$2,694,432		$13,205,982
Fund Balances/Reserves/Net Assets								$0
TOTAL APPROPRIATED EXPENDITURES, TRANSFERS, RESERVES & BALANCES		**$51,469,277**	**$7,519,341**	**$4,729,363**	**$422,618**	**$38,824,227**	**$4,568,348**	**$107,533,174**

The tentative, adopted and/or final budgets are on file in the office of the above mentioned taxing authority as a public record.

Village of Palm Springs

Executive Brief

AGENDA DATE: June 12, 2025

DEPARTMENT: IT

ITEM #5: Master Agreement IT Services

SUMMARY: On September 27, 2018, the Finance/IT Department partnered with VC3 to enhance the Village's data protection and disaster recovery systems, including 24/7 cybersecurity and cloud-based email via Office 365.

The agreement expired in September 2024. If approved, it would retroactively go into effect from October 2024-September 2027. The Village would accept VC3's terms, conditions and pricing as provided within the proposed Master Services Agreement and Work Order. The term of the proposed contract would be a renewal for three (3) additional years for $9,150.58 per month ($109,806.96 annually), from the date of approval by the Council.

The Village's Purchasing Code, Section 58-2.- Exempt purchases, provides that the following goods and/or services are approved as exempt purchases when they are included in the adopted annual budget. Exempt purchases are exempt from the competitive selection purchase requirements set forth in this purchasing code: (21) Proprietary software applications and/or the related maintenance or service agreements.

The proposed agreement was prepared by VC3 and reviewed by the Village Attorney, the Finance Director, the Florida League of Cities (FLC) and the Florida Local Government Information Systems Association (FLGISA).

FISCAL IMPACT:
Funds to support the proposed Agreement are proposed within the FY 2025 Budget - General Fund. The Village will not expend more than the amount within the approved budgets as they may be adopted/amended each year for these goods and services over the term of this contract.

ATTACHMENTS:
1. VC3, Inc., - Master Agreement
2. Village of Palm Springs, FL - Renewal

MASTER AGREEMENT

This Master Agreement ("Agreement") is entered into as of this ____ day of _____, 2025 (the "Effective Date"), between VC3, Inc., a Delaware corporation having its principal place of business at 1301 Gervais Street, Suite 1800, Columbia, SC 29201 ("Company"), and the Village of Palm Springs, a Florida municipal corporation and political subdivision of the State of Florida, having its principal place of business at 226 Cypress Lane, Palm Springs, Florida 33461 ("Client").

WHEREAS, on September 27, 2018, the Company and Client entered into a Master Services Agreement for the provision of professional computer system and network maintenance, software, consulting, and other related professional services ("2018 Agreement"); and,

WHEREAS, the 2018 Agreement expired on September 27, 2024, but the parties continued their contractual relationship assuming the 2018 Agreement was still in effect; and,

WHEREAS, the Client requested a proposal from the Company to provide additional services in early 2025 and while reviewing the proposal, the parties discovered the 2018 Agreement had expired; and,

WHEREAS, the Client and Company desire to enter this Agreement to continue the services as provided under the 2018 Agreement and for new additional services; and,

WHEREAS, the Client has determined that entering into this Agreement with the Company is in the best interests of the Village of Palms Springs, Florida, and serves a valid public purpose.

NOW THEREFORE, in consideration of the promises and mutual covenants herein contained, the receipt and sufficiency of which is hereby acknowledged by both parties, the Client and Company hereby agree as follows:

1. Services, Third Party Products; and Orders.

1.1 Services. Company will provide to Client computer system and network maintenance services, managed services, software services, hardware as a service ("HaaS"), consulting services and/or professional services (the "Services") in each case as described in a written executed order between Company and Client (each an "Order"); provided however that the parties recognize that Company may from time to time provide Services to Client at Client's request without an Order, and in such cases, these Services shall be subject to and governed by the terms and conditions of this Agreement and performed by Company on a time and materials basis and invoiced at the hourly billing rates specified in **Exhibit A.**

1.2 Third Party Products. Company may sell or license or provide Third Party Products (as defined in Section 5.2) to Client as set forth in and on terms and conditions set forth in an Order.

1.3 Order. To be effective, each Order shall reference this Agreement and, when Client's signed version is received by Company, shall automatically be deemed a part of, and governed by the terms of, this Agreement. Each Order is enforceable according to the terms and conditions contained therein.

1.4 Change Orders. Client may request a change in the scope or nature of the Services in an Order at any time. However, changes to the scope of the Services in an Order can be made only in writing executed by both parties.

1.5 Non-Exclusive. Client understands and agrees that the Services provided under this Agreement are not exclusive to Client, and Company may provide the same or similar services to Company's other customers. Likewise, Client may utilize another company to provide the same or similar services.

2. Charges for Services and Third Party Products.

2.1 Fees. Client agrees to pay Company the fees for Services and Third Party Products as indicated in each Order, or as hourly work defined below in **Exhibit A** (collectively referred to as the "Fees"). Unless otherwise expressly stated

in an Order, Company's compensation for Services will be based on direct labor hours charged at fixed labor rates. The Order may call for a budget of expected charges as a way for both parties to monitor performance. Except as otherwise expressly set forth in an Order, all Services that are identified to be rendered on a time and materials basis will be invoiced at the hourly billing rates specified in Exhibit A.

2.2 Invoice. Unless otherwise stated in an Order, payment for Services is due monthly when and as performance is rendered. Company shall issue invoices to Client for charges when and as they come due. Client shall make payment to Company of all such invoices within thirty (30) days from the date of the receipt of an invoice unless the Client provides notice within ten (10) business days of the receipt of an invoice as to a dispute. Unless otherwise stated in an Order, all undisputed Fees for Services shall be due and payable within thirty (30) days of the receipt of an invoice. Fees for Third Party Products shall be due and payable as stated in the applicable Order. Late payment for undisputed Fees (or any other amounts owing from Client to Company) shall be subject to interest on the unpaid amount(s) as provided in Florida's Prompt Payment Act, Section 218.74, Florida Statutes. Company reserves the right, but not the obligation, to suspend part or all of the Services in the event that any portion of undisputed Fees are not timely received by Company within fifteen (15) days following the date on which such Fees are due A re-connect fee may be charged to Client in the event that Company suspends the Services due to Client's nonpayment. Client shall be liable to Company for and reimburse Company against costs incurred in collection of past due balances including but not limited to collection fees, reasonable attorney's fees, filing fees and court costs. TIME IS OF THE ESSENCE IN THE PERFORMANCE OF ALL PAYMENT OBLIGATIONS BY CLIENT.

2.3 Expenses. Client shall pay Company for all reasonable expenses incurred by Company in the performance of the Services, including without limitation travel, living, and out-of-pocket expenses incurred pursuant to an Order; provided that such expenses are detailed in the Order and the Order has been approved in writing by the Client pursuant to the Client's procurement guidelines.

2.4 Taxes. Client shall pay directly, or reimburse Company for all taxes and tariffs assessed or levied by any governmental entity that are now or may become applicable to the Services provide to Client or Third Party Products provided to Client or measured by payments made by Client to Company hereunder, or are required to be collected by Company or paid by Company to tax authorities including interest assessment thereon if such assessments are due to Client's Order(s). This includes, but is not limited to, sales, use, excise, gross receipt and personal property taxes, or any other form of tax based on Services performed for Client, Third Party Products provided to Client, equipment used by Company to perform services solely for Client, and the communication or storage of data for the Client, but does not include taxes based upon Company's net income**.**

The Client is exempt from payment of Florida State and Use Tax. The Company shall not be exempted from paying sales tax to its suppliers for materials used to fill contractual obligations with the Client, nor is the Company authorized to use the Client's Tax Exemption Number in securing such materials.

3. Term; Termination.

3.1 Term. The term of this Agreement shall continue from the Effective Date until the earlier of (a) expiration of the term of all Orders referencing this Agreement or (b) termination of this Agreement as provided in this Agreement.

3.2 Termination for Breach. Either party may terminate an Order or this Agreement, as applicable, for material breach by the other party of the Order or this Agreement, as applicable, which is not cured within 30 days from the receipt by the party in breach of a written notice from the other party specifying the breach in detail. Client shall be liable for payment to Company for all Services rendered prior to the effective date of any such termination. If Client terminates an Order or this Agreement for Company's breach, Client shall be reimbursed the amount of any pre-paid Services in an Order(s) on a pro rata basis based on the date of termination.

3.3 Early Termination. The Parties acknowledge that early termination of this Agreement or any Order (i) by Company pursuant to Section 3.2 (Termination for Breach) will result in Company incurring damages difficult or impossible to ascertain. In the event of such occurrence, Company will be entitled to, and Client agrees to pay (not as a penalty), all fees due for the remaining term of the Order. For any Order with a term of more than 12 months, the Client shall have the right to terminate the Order for convenience after the initial 12 months upon ninety (90) days

prior written notice to Company. The Client shall pay the Company for all Services rendered under such Order until the date of termination.

3.4 Equipment / Software Removal. Upon termination of this Agreement or an Order for any reason, and only applicable to any Order where equipment and/or software must be manually removed, Client shall provide Company with access, during normal business hours, to Client's premises (or any other locations at which Company-owned hardware, equipment or software is located) to enable Company to remove all Company-owned hardware (including HaaS Hardware), equipment and software from the premises (if any). If Client fails to grant Company access as described herein, or if any of the Company-owned hardware or equipment is broken or damaged (normal wear and tear excepted) or any of the software is missing, Company shall have the right to invoice Client for, and Client hereby agrees to pay immediately, the full replacement value of any and all Company-owned hardware, equipment and software (as applicable) located at Client's premises.

3.5 Survival. Expiration or termination of any Order or this Agreement for any reason will not release either party from any liabilities or obligations set forth in any Order or this Agreement which (a) the parties have expressly agreed will survive any such expiration or termination or (b) remain to be performed or by their nature would be intended to be applicable following any such expiration or termination.

4. Proprietary Protections.

4.1 Ownership Rights

(a) General. Each party will retain all rights to any software, ideas, concepts, know-how, development tools, techniques or any other proprietary material or information that it owned or developed prior to the Effective Date or acquired or developed after the Effective Date without reference to or use of the intellectual property of the other party. All software that is licensed by a party from a third party vendor will be and remain the property of such vendor. No licenses will be deemed to have been granted by either party to any of its patents, trade secrets, trademarks, or copyrights, except as otherwise expressly provided in this Agreement. Nothing in this Agreement will require Company or Client to violate the proprietary rights of any third party in any software or otherwise. Notwithstanding anything to the contrary in this Agreement, Company (i) will retain all right, title and interest in and to all software development tools, know-how, methodologies, processes, technologies or algorithms used in performing the Services which are based on trade secrets or proprietary information of Company or are otherwise owned or licensed by Company (collectively, "tools"), (ii) will be free to use the ideas, concepts, methodologies, processes and know-how which are developed or created in the course of performing the Services and may be retained by Company's employees in intangible form, all of which constitute substantial rights on the part of Company in the technology developed as a result of the Services performed under this Agreement.

(b) Materials Developed for or Delivered to Client. Client agrees that all software and other materials (including, but not limited to customizations, modifications, specifications, documentation and training materials) developed for or delivered to Client pursuant to this Agreement or any Order, including without limitation all related copyrights, patent rights, trade secrets, ideas, designs, concepts, techniques, inventions, discoveries or other intellectual property rights (collectively, the "Materials"), shall be the exclusive property of Company and the Company shall own all right, title and interest therein. In this connection, Client acknowledges that all Materials which are or may be developed pursuant to this Agreement or any Order are and shall be the intellectual property and confidential proprietary information and products of Company, and Client hereby transfers and assigns any and all rights in and to the Materials to Company, its successors and assigns, including without limitation all intellectual property rights relating thereto. From time to time upon Company's request, Client shall confirm such assignment by execution and delivery of such assignments, confirmations of assignment, or other written instruments as Company may reasonably request. Company agrees that Client shall have a limited nonexclusive license to use the Materials internally to the extent necessary to carry out and fulfill the terms and conditions of the Order for which the Materials were developed and shall have the right to grant a limited nonexclusive license to the third parties specifically identified in an Order to use the Materials solely for the purposes contemplated by such Order, provided that such third parties shall first agree in a signed writing to be bound by the terms of this Agreement or such terms as may be acceptable to Company.

(c) Specific Deliverables Owned by Client. Notwithstanding the foregoing provisions of Section 4.1(b) but subject to any third party rights or restrictions and the provisions of Section 4.1(a) and the other provisions of this Section 4.1(c), Client will own the copyright in and to Materials that (i) are developed for and delivered by Company to Client, (ii) are paid for by Client, and (iii) are clearly and specifically identified in an Order as governed by the provisions of this Section 4.1(c) (the "Specific Client Owned Deliverables"). Notwithstanding the foregoing, Company will retain ownership of any Company-owned software or development tools that are used in producing the Specific Client Owned Deliverables and become embedded in the Specific Client Owned Deliverables. Company hereby grants to Client a perpetual (subject to compliance with this sentence), royalty-free, non-transferable, nonexclusive license to use such embedded software and tools (if any) solely in connection with Client's internal use and exploitation of the Specific Client Owned Deliverables and only so long as such software and tools (if any) remain embedded in the Specific Client Owned Deliverables and are not separated therefrom. Company will own all intellectual property rights in or related to the Specific Client Owned Deliverables other than the copyright ownership rights granted to Client pursuant to this Section 4.1(c).

4.2 Client Information. Company recognizes and agrees that, except as specified in Section 4.1, it has no claim of ownership to any data, materials or information submitted by Client to Company or the Services ("Client Information"), which Client Information is being provided to Company solely for the purposes of enabling Company to render the Services, and that title and all ownership rights in and to such Client Information shall at all times remain with Client. Client shall have sole responsibility for the accuracy, quality, integrity, legality, reliability, appropriateness, and intellectual property ownership or right to use all Client Information.

4.3 Public Records and Confidentiality.

(a) PUBLIC RECORDS. The Company shall comply with Florida's Public Records Act, Chapter 119, Florida Statutes, and, if determined to be acting on behalf of the Client as provided under section 119.011(2), Florida Statutes, specifically agrees to:

1. Keep and maintain public records required by the Client to perform the service.

2. Upon request from the Client's custodian of public records or designee, provide the Client with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes, or as otherwise provided by law.

3. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of this Agreement and following completion of this Agreement if the Company does not transfer the records to the Client.

4. Upon completion of this Agreement, transfer, at no cost, to the Client all public records in possession of the Company or keep and maintain public records required by the Client to perform the service. If the Company transfers all public records to the Client upon completion of the Agreement, the Company shall destroy any duplicate public records that are exempt or confidential or exempt from public records disclosure requirements. If the Company keeps and maintains public records upon completion of the Agreement, the Company shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the Client, upon request from the Client's custodian of public records or designee, in a format that is compatible with the information technology systems of the CLIENT.

IF THE COMPANY HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE COMPANY'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS AGREEMENT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT (561) 584-8200 Ext. 8431, kwynn@vpsfl.org, OR BY MAIL

SENT TO THE CLIENT OF PALM SPRINGS, 226 CYPRESS LANE, PALM SPRINGS, FL 33461.

(b) Confidential Information. All confidential and proprietary information disclosed by either party ("Disclosing Party") to the other party ("Receiving Party") in connection with this Agreement, including without limitation, all Client Information, Materials of Company, and information related to the Disclosing Party's technology, software, know-how, products, potential products, services, potential services, financial information, employees, customers, markets and/or business information (collectively, "Confidential Information"). Confidential Information shall not include any information which (i) was known to the Receiving Party prior to being disclosed by the Disclosing Party, (ii) becomes publicly known through no wrongful act of the Receiving Party, (iii) is approved for release by written authorization of the Disclosing Party, (iv) is received from a third party not in breach of any separate confidentiality obligation known to the Receiving Party, (v) is independently developed without reference to the Disclosing Party's Confidential Information, or (vi) is required by Florida's Public Records Law to be released.

(c) Scope of Obligation. The Receiving Party agrees to use the Confidential Information of the Disclosing Party only as provided for in this Agreement. Each party agrees to hold the other party's Confidential Information in strict confidence and not to disclose such Confidential Information to any third parties. Notwithstanding the foregoing, each party may disclose the other party's Confidential Information only to those employees, agents, representatives and/or consultants who require such information only in connection with this Agreement. Each party agrees to instruct all such employees, agents, representatives and consultants regarding the foregoing obligations and ensure that such employees, agents, representatives and consultants are bound by obligations of confidentiality to the Receiving Party that are at least as restrictive as those contained herein. Each party agrees that it will take all reasonable measures to protect the confidentiality of, and avoid the unauthorized disclosure or use of, the other party's Confidential Information in order to prevent it from being made public or in the possession of persons other than those persons authorized hereunder to have any such Confidential Information, which measures shall include at least the same degree of care that the Receiving Party utilizes to protect its own confidential information of a similar nature but in any event shall include commercially reasonable precautions designed to protect the Disclosing Party's Confidential Information from unauthorized disclosure and/or use.

(d) Limited Disclosure Right. Confidential Information may be disclosed to the extent required by court order or as otherwise required by law (outside Florida's Public Records Law), provided that the Receiving Party, to the extent legally permissible, notifies the Disclosing Party promptly upon learning of the possibility of any such requirement and, to the extent legally permissible, has given the Disclosing Party a reasonable opportunity to contest or limit the scope of such required disclosure.

(e) Return of Confidential Information. Promptly upon termination of this Agreement, or at any other time upon the request by a party, the other party shall (i) return to the Disclosing Party or, at the Disclosing Party's request, destroy all Confidential Information of such Disclosing Party, whether in paper or electronic form, provided, however that the foregoing shall not apply to Confidential Information that is stored in the Receiving Party's electronic archives, which Confidential Information will be destroyed in the ordinary course of the Receiving Party's business in accordance with its document destruction policies; and (ii) certify to the Disclosing Party in writing that it has complied with the provisions of this Section 4.3.

5. Limited Warranty and Disclaimers.

5.1 Limited Services Warranty. Company warrants to Client that the Services, as and when delivered or rendered hereunder, will substantially conform to the description of services or specifications set forth in the applicable Order. Company's sole liability under the foregoing warranty shall be to provide the services described in Section 5.5 hereof.

5.2 No Third Party Products Warranty. UNLESS OTHERWISE EXPRESSLY STATED IN AN ORDER, ANY THIRD PARTY PRODUCTS OR SERVICES SOLD TO, PROVIDED TO OR PROCURED FOR CLIENT, INCLUDING BUT NOT LIMITED TO THIRD PARTY HARDWARE, SOFTWARE,

PERIPHERALS AND ACCESSORIES (COLLECTIVELY, "THIRD PARTY PRODUCTS") ARE PROVIDED TO CLIENT "AS IS" AND COMPANY EXPRESSLY DISCLAIMS ALL WARRANTIES OF ANY KIND, EXPRESS, IMPLIED, ARISING FROM COURSE OF DEALING OR USAGE OF TRADE OR STATUTORY WITH RESPECT TO SUCH THIRD PARTY PRODUCTS, INCLUDING BUT NOT LIMITED TO WARRANTIES OF PERFORMANCE, SECURITY, INTEGRATION, NON-INFRINGEMENT, MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. COMPANY SHALL USE REASONABLE EFFORTS TO ASSIGN, TRANSFER AND FACILITATE ALL WARRANTIES (IF ANY) AND SERVICE LEVEL COMMITMENTS (IF ANY) FROM THE APPLICABLE THIRD PARTY MANUFACTURER OR VENDOR FOR THE THIRD PARTY PRODUCTS TO CLIENT, BUT WILL HAVE NO LIABILITY WHATSOEVER FOR SUCH THIRD PARTY PRODUCTS. COMPANY SHALL NOT BE HELD LIABLE AS AN INSURER OR GUARANTOR OF THE PERFORMANCE, UPTIME, USEFULNESS, OR QUALITY OF ANY THIRD PARTY PRODUCTS.

5.3 No Compliance Warranty. **COMPANY DOES NOT WARRANT THAT THE PROVISION OF THE SERVICES, OR CLIENT'S USE OF THE SERVICES, WILL SATISFY ANY PARTICULAR INDUSTRY-SPECIFIC OR REGULATORY REQUIREMENTS, OR BRING CLIENT INTO COMPLIANCE WITH ANY SUCH REQUIREMENTS.**

5.4 DISCLAIMER OF WARRANTIES. THE WARRANTY SET FORTH IN SECTION 5.1 STATES COMPANY'S SOLE AND EXCLUSIVE WARRANTY TO CLIENT HEREUNDER. EXCEPT AS EXPRESSLY SET FORTH IN SECTION 5.1, THE SERVICES ARE PROVIDED STRICTLY "AS IS" AND COMPANY MAKES NO ADDITIONAL WARRANTIES, EXPRESS, IMPLIED, ARISING FROM COURSE OF DEALING OR USAGE OF TRADE, OR STATUTORY, AS TO THE SERVICES OR ANY MATTER WHATSOEVER. IN PARTICULAR, ANY AND ALL WARRANTIES OF PERFORMANCE, SECURITY, INTEGRATION, NON-INFRINGEMENT, MERCHANTIBILITY, OR FITNESS FOR A PARTICULAR PURPOSE ARE EXPRESSLY EXCLUDED. COMPANY DOES NOT WARRANT, AND SPECIFICALLY DISCLAIMS THAT THE SERVICES BEING PROVIDED WILL RESULT IN COST SAVINGS, PROFIT IMPROVEMENT, OR THAT THE SERVICES WILL BE ERROR-FREE. THIS IS A LIMITED WARRANTY AND IS THE ONLY WARRANTY MADE BY COMPANY.

5.5 Notice Obligation; Remedy Regarding Services. Client shall notify Company in writing within ninety (90) days after completion of the Services in question if any Services that fail to substantially conform to the description of services or specifications set forth in the applicable Order. Such notification shall include the detailed information necessary for Company to verify such nonconformity. Upon actual receipt of such notification and verification of the nonconformity, Company shall correct the nonconformity so that the Services shall substantially conform with the agreed description of services or specifications in the applicable Order. Client agrees to pay Company for all reasonable personnel time and expenses incurred in investigating reported nonconformities when the alleged nonconformities are not discovered by Company. The passage of the ninety (90) day period after completion of the Services in question without the notification described herein shall constitute final acceptance of the Services.

6. Limitation of Liability.

6.1 COMPANY'S LIABILITY ON ANY CLAIM, LOSS OR LIABILITY ARISING OUT OF, OR CONNECTED WITH THIS AGREEMENT, THE SERVICES, OR USE OF THE PRODUCT OF ANY SERVICES FURNISHED HEREUNDER, SHALL IN ALL CASES BE LIMITED SOLELY TO CORRECTION OF NONCONFORMITIES WHICH DO NOT SUBSTANTIALLY CONFORM WITH THE AGREED DESCRIPTION OF SERVICES IN AN ORDER, OR SPECIFICATIONS IDENTIFIED IN AN ORDER.

6.2 IF FOR ANY REASON COMPANY IS UNABLE OR FAILS TO CORRECT NONCONFORMITIES AS PROVIDED, COMPANY'S LIABILITY FOR DAMAGES ARISING OUT OF ANY ORDER FOR SUCH FAILURE, WHETHER IN CONTRACT OR TORT (INCLUDING NEGLIGENCE), LAW, EQUITY OR OTHERWISE, SHALL NOT EXCEED THE AMOUNTS PAID BY CLIENT FOR THAT PORTION OF THE

SERVICES WHICH FAIL TO CONFORM. EXCEPT FOR ANY INSURANCE COVERAGE OR PROCEEDS PROVIDED HEREIN AND EXCEPT AS PROVIDED IN THE EVENT CLIENT TERMINATES THIS AGREEMENT OR AN ORDER(S) FOR COMPANY'S BREACH, IN NO EVENT SHALL COMPANY'S MAXIMUM AGGREGATE LIABILITY ARISING OUT OF OR RELATING TO THIS AGREEMENT (INCLUDING FOR ANY CLAIM AND/OR SERIES OF CLAIMS WHETHER RELATED OR UNRELASTED), WHETHER IN CONTRACT OR TORT (INCLUDING NEGLIGENCE), LAW, EQUITY OR OTHERWISE, EXCEED THE AMOUNTS PAID BY CLIENT TO COMPANY IN THE ONE HUNDRED TWENTY DAY (120) PERIOD PRECEDING THE EVENT(S) GIVING RISE TO THE CLAIM (OR TO THE FIRST CLAIM IN A SERIES OF CLAIMS). IT IS UNDERSTOOD AND AGREED THAT THE FEES FOR THIRD PARTY PRODUCTS (IF ANY) PROVIDED TO CLIENT SHALL NOT BE INCLUDED IN THE CALCULATION OF THE LIMITATION OF DAMAGES DESCRIBED IN THIS PARAGRAPH AND AMOUNTS PAID BY CLIENT TO COMPANY.

6.3 UNDER NO CIRCUMSTANCES SHALL COMPANY BE LIABLE TO CLIENT FOR ANY LOSS OF USE, INTERRUPTION OF BUSINESS, LOSS OR CORRUPTION OF DATA, LOST PROFITS, LOST REVENUE, OR ANY INDIRECT, SPECIAL, INCIDENTAL, EXEMPLARY PUNITIVE OR CONSEQUENTIAL DAMAGES OF ANY KIND REGARDLESS OF THE FORM OF ACTION WHETHER IN CONTRACT, TORT (INCLUDING NEGLIGENCE), LAW, EQUITY OR OTHERWISE, EVEN IF COMPANY HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES, OR FOR ANY CLAIM OR DAMAGES ASSERTED BY ANY THIRD PARTY OR FOR ANY DAMAGES CAUSED BY ANY DELAY IN FURNISHING SERVICES HEREUNDER.

6.4 CLIENT ACKNOWLEDGES THAT COMPANY HAS SET ITS FEES, AND ENTERED INTO THIS AGREEMENT IN RELIANCE UPON THE LIMITATIONS OF LIABILITY AND THE DISCLAIMERS OF WARRANTIES AND DAMAGES SET FORTH IN THIS AGREEMENT, AND THAT THE SAME FORM AN ESSENTIAL BASIS OF THE BARGAIN BETWEEN THE PARTIES. THE FOREGOING LIMITATION OF LIABILITY IS INDEPENDENT OF ANY EXCLUSIVE REMEDIES FOR BREACH OF WARRANTY SET FORTH IN THIS AGREEMENT.

6.5 EXCEPT AS SPECIFICALLY EXCLUDED HEREIN, THE PROVISIONS OF SECTIONS 5, 6 AND 7 ARE CLIENT'S EXCLUSIVE REMEDIES RELATED TO THE SERVICES, ANY FAILURE BY COMPANY TO CORRECT NONCONFORMITIES IN THE SERVICES, OR FOR BREACH BY COMPANY OF THIS AGREEMENT OR AN ORDER AND SHALL APPLY REGARDLESS OF THE SUCCESS OR EFFECTIVENESS OF SUCH REMEDIES.

6.6 Client is responsible for adopting reasonable measures to limit Client's exposure with respect to such potential losses and damages, including without limitation examination and confirmation of results of the Services prior to use thereof, provision for identification and correction of errors and omissions, and preparation and storage of backup or duplicate data. Client is also responsible for complying with, and shall comply with, all local, state, provincial, federal, national and international laws, rules and regulations ("Laws") pertaining to the use of the Services and use and disclosure of any Client Information.

6.8 **UNDER NO CIRCUMSTANCES SHALL CLIENT BE LIABLE TO COMPANY FOR ANY LOSS OF USE, INTERRUPTION OF BUSINESS, LOSS OR CORRUPTION OF DATA, LOST PROFITS, LOST REVENUE, OR ANY INDIRECT, SPECIAL, INCIDENTAL, EXEMPLARY PUNITIVE OR CONSEQUENTIAL DAMAGES OF ANY KIND REGARDLESS OF THE FORM OF ACTION WHETHER IN CONTRACT, TORT (INCLUDING NEGLIGENCE), LAW, EQUITY OR OTHERWISE, EVEN IF CLIENT HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES, OR FOR ANY CLAIM OR DAMAGES ASSERTED BY ANY THIRD PARTY OR FOR ANY DAMAGES CAUSED BY ANY DELAY IN PERFORMING ITS OBLIGATIONS HEREUNDER.**

6.9 Nothing in this Agreement or any Order shall be construed as the Client's waiver of sovereign immunity as set forth in Florida law. Nothing in this Agreement or any Order shall be construed as the Client's agreement to indemnify the Company or any third party for their own acts or omissions or as consent to be sued. The Client's total

liability under this Agreement and all Orders shall not exceed the limited waiver amounts set forth in section 768.28, Florida Statutes (2024) regardless of the whether the Client's total liability arises in tort, contract, negligence, equity, or otherwise.

7. Indemnity

Indemnification. Pursuant to the liability limitations set forth in Section 6.2, Company shall indemnify, save harmless, and defend the Client, its agents, servants, or employees from and against any and all claims, causes of action, liability, losses, and damages, including, but not limited to, reasonable attorney's fees at all trial and appellate levels, which may arise from or related to the negligent acts or omissions of the Company, its agents, servants, or employees.

7.1 Infringement Claims.

(a) General. Subject to Section 6 of this Agreement, the limitations set forth below in this Section 7.1 and the procedures set forth below in Section 7.3, Company and Client (each an "indemnitor") each agrees to defend the other party (each an "indemnitee") against any action to the extent that such action is based upon a claim that the Confidential Information (other than third party hardware, software, products, materials or services) provided by the indemnitor, or any part thereof, (i) infringes a copyright perfected under United States statute, or (ii) constitutes an unlawful disclosure, use or misappropriation of another party's trade secret, and the indemnitor will bear the expense of such defense and pay any damages, costs and expenses, including reasonable attorneys' fees and expenses (collectively "Damages") that are attributable to such claim finally awarded by a court of competent jurisdiction.

(b) Exclusions. Neither Company nor Client will be liable to the other for claims of indirect or contributory infringement. The indemnitor will have no liability to the indemnitee hereunder if (i) the claim of infringement is based upon the use of Confidential Information provided by the indemnitor hereunder in connection or in combination with equipment, devices or software not supplied by the indemnitor or used in a manner for which the Confidential Information was not designed, (ii) the indemnitee modifies any Confidential Information provided by the indemnitor hereunder and such infringement would not have occurred but for such modification, or (iii) the claim of infringement arises out of the indemnitor's compliance with specifications or requirements provided by the indemnitee and such infringement would not have occurred but for such compliance.

(c) Additional Remedy. If Confidential Information becomes the subject of an infringement claim under this Section 7.1, or in the indemnitor's opinion is likely to become the subject of such a claim, then, in addition to defending the claim and paying any damages and attorneys' fees as required above in this Section 7.1, the indemnitor may, at its option and in its sole discretion, (A) replace or modify the Confidential Information to make it noninfringing or cure any claimed misuse of another's trade secret or (B) procure for the indemnitee the right to continue using the Confidential Information pursuant to this Agreement. Any costs associated with implementing either of the above alternatives will be borne by the indemnitor but will be subject to Section 6 of this Agreement. If neither alternative is pursued by, or (if pursued) available to, the indemnitor, (x) the indemnitee will return such Confidential Information to the indemnitor and (y) if requested by the indemnitee in good faith, the parties will negotiate, but subject to Section 6 of this Agreement, to reach a written agreement on what, if any, monetary damages (in addition to the indemnitor's obligation to defend the claim and pay any damages and attorneys' fees as required above in this Section 7.1) are reasonably owed by the indemnitor to the indemnitee as a result of the indemnitee no longer having use of such Confidential Information. The payment of any such monetary damages will be the indemnitee's sole and exclusive remedy for the inability of the indemnitor to implement either of the above alternatives.

7.2

7.3 Procedures. The indemnification obligations set forth in this Section 7 will not apply unless the party claiming indemnification: (a) notifies the other promptly in writing of any matters in respect of which the indemnity may apply and of which the notifying party has knowledge, in order to allow the indemnitor the opportunity to investigate and defend the matter; provided, however, that the failure to so notify will only relieve the indemnitor of its obligations under this Section 7 if and to the extent that the indemnitor is prejudiced thereby; and (b) gives the other party full opportunity to control the response thereto and the defense thereof, including without limitation any agreement relating to the settlement thereof;

provided, however, that the indemnitee will have the right to participate in any legal proceeding to contest and defend a claim for indemnification involving a third party and to be represented by legal counsel of its choosing, all at the indemnitee's cost and expense. However, if the indemnitor fails to promptly assume the defense of the claim, the party entitled to indemnification may assume the defense at the indemnitor's cost and expense. The indemnitor will not be responsible for any settlement or compromise made without its consent, unless the indemnitee has tendered notice and the indemnitor has then refused to assume and defend the claim and it is later determined that the indemnitor was liable to assume and defend the claim. The indemnitee agrees to cooperate in good faith with the indemnitor at the request and expense of the indemnitor.

7.4 **Insurance**:

Prior to commencing any services, the Company shall provide proof of insurance coverage as required hereunder. Such insurance policy(s) shall be issued by the United States Treasury or insurance carriers approved and authorized to do business in the State of Florida, and who must have a rating of no less than "excellent" by A.M. Best or as mutually agreed upon by the Client and the Company. All such insurance policies may not be modified or terminated without the express written authorization of the Client.

Type of Coverage: Amount of Coverage
Professional liability
/Errors and Omissions: $1,000,000 per occurrence.

Commercial general liability
(Products/completed operations
Contractual, insurance broad form property,
Independent Company, personal injury): $1,000,000 per occurrence $2,000,000 annual aggregate

Automobile (owned, non-owned, & hired): $1,000,000 single limits

Worker's Compensation: $ statutory limits

Cyber and Privacy Liability insurance: $1,000,000 per occurrence.

If under this Agreement or any Work Order, Company will be providing services in-person at the Client's facilities and/or have direct access to the Client's networks, the Commercial General Liability coverage shall name the Client as an additional insured.

7.5 **Compliance**. Company shall perform all Services under this Agreement and any Order in compliance with all federal, state, and local laws and regulations.

7.6 **Lack of Appropriation**: Company acknowledges and agrees that the Client is a municipal corporation and political subdivision of the state of Florida, and as such, this Agreement and all Orders are subject to budgeting and appropriation by the Client of funds sufficient to pay the costs associated therewith in any fiscal year of the Client. The Client agrees to propose in each applicable fiscal year budget an amount to cover the Client's payment obligations as stated in the Order(s); however, the Client's obligations as stated herein are all subject to the Client's annual budgeting and appropriation process. Company understands and agrees that the Client's funding obligations hereunder are payable exclusively from duly appropriated or otherwise legally available funds and shall not be construed to be debt, liability or obligation within the meaning of any applicable constitutional or statutory limitation or requirement. The Client is not and has not pledged any of its full faith and credit or its taxing power to make any payments under this Agreement or any Order. In the event the funds budgeted or appropriated are, or are estimated by the Client to be, insufficient to pay the costs associated with the Client's payment obligations in an Order(s) in any fiscal year, then the Client will notify the Company of such occurrence and either the Client or Company may terminate this Agreement and the Order(s) by notifying the other in writing, which notice shall specify a

date of termination no earlier than five (5) business days after giving of such notice. Termination in accordance with the preceding sentence shall be without penalty or expense to the Client of any kind whatsoever; however, Client shall pay Company for all Services through the date of termination.

8. Additional Terms.

8.1 Hardware as a Service (HaaS).

(a) All hardware provided by Company as a part of Company providing HaaS under an Order ("HaaS Hardware") shall at all times remain the property of Company and Client shall not have any right, title or interest in or to the HaaS Hardware other than the right to possession and use of the HaaS Hardware in accordance with this Agreement and the applicable Order.

(b) Client shall, during the term of the applicable Order and until redelivered to Company:

- ensure that the HaaS Hardware is kept and operated in a suitable environment, which shall as a minimum meet any requirements set out in the Order, use only for the purposes for which it is designed, and operate it in a proper manner by trained competent staff in accordance with any operating instructions;
- keep the HaaS Hardware in as good and operating condition as it was on the date of its delivery (fair wear and tear only excepted) including replacement of worn, damaged and lost parts, and shall make good any damage to the HaaS Hardware;
- make no alteration to the HaaS Hardware and not remove any existing component(s) from the HaaS Hardware without the prior written consent of Company;
- at all times keep the HaaS Hardware in its possession or control at the location(s) specified in the Order or such other locations as may be agreed with the Company in writing;
- permit Company or its duly authorized representative to inspect the HaaS Hardware at all reasonable times and for such purpose to enter upon the premises at which the HaaS Hardware is located, and shall grant reasonable access and facilities for such inspection;
- not, without the prior written consent of Company, part with control of (including for the purposes of repair or maintenance), sell or offer for sale, underlet or lend the HaaS Hardware or allow the creation of any mortgage, charge, lien or other security interest in respect of it;
- give immediate written notice to Company in the event of any loss, accident or damage to the HaaS Hardware arising out of or in connection with the Client's possession or use of the HaaS Hardware; and
- deliver up the HaaS Hardware at the end of the term of the Order at such address as Company requires.

(c) Client acknowledges that Company shall not be responsible for any loss of or damage to the HaaS Hardware arising out of or in connection with any negligence, misuse, mishandling of the HaaS Hardware or otherwise caused by Client or any of its officers, employees, agents or contractors;

(d) The risk of loss, theft, damage or destruction of the HaaS Hardware shall pass to the Client on delivery by Company to Client. The HaaS Hardware shall remain at the sole risk of the Client during the term of the Order and until such time as the HaaS Hardware is redelivered to Company.

(e) During the term of the Order and until redelivered to Company, the Client shall, at its own expense, obtain and maintain the following insurances:

- insurance of the HaaS Hardware to a value not less than its full replacement value comprehensively against all usual risks of loss, damage or destruction by fire, theft or accident, and such other risks as Company may from time to time nominate in writing;

- insurance for such amounts as a prudent owner or operator of the HaaS Hardware would insure for, or such amount as Company may from time to time reasonably require, to cover any third party or public liability risks of whatever nature and however arising in connection with the HaaS Hardware; and

- insurance against such other or further risks relating to the HaaS Hardware as may be required by law, together with such other insurance as Company may from time to time consider reasonably necessary and advice to the Client.

The Client shall, on demand, supply copies of the relevant insurance policies or other insurance confirmation acceptable to Company and proof of premium payment to Company to confirm the insurance arrangements. If the Client fails to effect or maintain any of the insurances required under these conditions, Company shall be entitled to effect and maintain the same, pay such premiums as may be necessary for that purpose and recover the same as a debt due from the Client.

(f) Client permits Company to:

- charge Client for repairs to, or replacement of, any HaaS Hardware that is lost, damaged or destroyed until it has been returned to Company; and

- at any time swap the HaaS Hardware for alternative equipment offering in Company's reasonable judgment the same functionality.

8.2 EULAs. Portions of the Services may require Client to accept the terms of one or more third party end user license agreements ("EULAs"). EULAs may contain service levels, warranties and/or liability limitations that are different than those contained in this Agreement or an applicable Order. Client agrees to be bound by the terms of such EULAs and shall look only to the applicable third party provider for the enforcement of the terms of such EULAs.

8.3 Data Backup. Unless otherwise stated in an Order, Client understands and agrees that Company shall not be responsible for data backup or any data lost, corrupted, or rendered unreadable due to communication and/or transmissions errors or related failures, or equipment failures (including but not limited to silent corruption-related issues). Client is strongly advised to maintain a local and offsite backup of all mission-critical or customer-critical data, and to periodically verify the integrity and availability of all backed up data.

8.4 Bring Your Own Device (BYOD). Client hereby represents and warrants that Company is authorized to provide the Services to all devices, peripherals and/or computer processing units, including without limitation mobile devices (such as personal digital assistants, notebook computers, and tablet computers) that (i) are connected to Client's systems related to the Services, and (ii) have been designated by Client to receive the Services, regardless of whether such device(s) are owned, leased or otherwise controlled by Client. Unless otherwise stated in an Order, devices will not receive or benefit from the Services while the devices are detached from or unconnected to such systems.

8.5 Hosted Solutions. Hosted solutions, including but not limited to hosted email and document-related applications, may require Client to accept the terms of a third party EULA, which may contain service levels, warranties and/or liability limitations that are different than those contained in this Agreement. Client agrees to be bound by the terms of such EULAs and shall look only to the applicable third party provider for the enforcement of the terms of such EULAs. Company reserves the right to suspend or terminate Client's access to hosted solutions in the event that Company has reason to believe that the hosted solutions are being accessed, used or otherwise manipulated in a manner that violates any Law, or poses a threat to the integrity or security of Company's computer servers or any third party server.

8.6 Disposal of Equipment. Client agrees that any Client assets, equipment, hardware, or software deemed to be replaced, retired, faulty, non-functional, dead-on arrival, returned, unrecoverable, or otherwise unusable may be disposed of by Company unless Client provides a written request to keep the asset at the time of removal.

8.7 Recording.

(a) Some Services provided may involve recording and/or monitoring. For such Services, information uploaded to or in any way passing through computer systems used to provide the Services, including without limitation

written, visual, or oral communications or other electronic means, may be recorded or monitored for quality assurance and diagnostic purposes. By accessing or using the Services, Client consents to such recording and monitoring. Client is also solely responsible for informing anyone with whom Client interacts or otherwise communicates via the Services that information uploaded to or in any way passing through the Services, including without limitation written, visual, or oral communications or other electronic means, may be recorded or monitored for quality assurance and diagnostic purposes.

(b) If phone conferences/conference bridges are applicable to the Services being provided to Client, Client acknowledges that the laws of certain jurisdictions may require that if a conference is recorded, all participants in the conference must be informed in advance of any such recording, so they may consent to being recorded (if required by applicable Laws). Client acknowledges and agrees that Client shall be solely responsible for complying with all applicable Laws and third party rights when using recording features (which includes Client's obligation to obtain the consent, if required by applicable Laws, of all participants before the commencement of the recording). Company shall have no liability to Client or any participant in Client's recorded conference with respect to Client's obligations under this Section 8.7.

9. General Provisions.

9.1 Non-Hire Provision. Each party to this Agreement agrees that it will not hire, employ or contract with, or solicit to hire, employ or contract with, any person who is, or within the immediately preceding one year was, an employee or subcontractor of the other party to this Agreement for any purposes during the term of this Agreement, or for a period of one year after this Agreement terminates.

9.2 Conflict. Any purchase order or other document issued by Client is for administrative convenience only and does not govern, control or amend the terms of this Agreement or any Order. In the event of any conflict between this Agreement and any Order, this Agreement shall prevail unless the Order expressly references amending and superseding a specific provision of this Agreement.

9.3 Survival. In the event of any expiration or termination of this Agreement, Sections 2, 3, 4, 5, 6, 7, and 9 of this Agreement shall survive and shall continue to bind the parties.

9.4 Governing Law. This Agreement shall be governed in all respects by the laws of the United States of America and the State of Florida without regard to conflicts of law principles. The parties agree that the United Nations Convention on Contracts for the International Sale of Goods is specifically excluded from application to this Agreement.

9.5 Forum. All disputes arising under this Agreement shall be brought exclusively in the state or federal courts located in Palm Beach County, Florida. .

9.6 Injunctive Relief. It is understood and agreed that, notwithstanding any other provisions of this Agreement, breach of the provisions of this Agreement by Company or Client will cause the other party irreparable damage for which recovery of money damages would be inadequate, and that either party shall therefore be entitled to obtain timely injunctive relief to protect that party's rights under this Agreement in addition to any and all remedies available at law.

9.7 Notices. All notices or reports permitted or required under this Agreement shall be in writing and shall be delivered by personal delivery or by certified or registered mail, return receipt requested, or by nationally recognized overnight carrier, and shall be deemed given upon personal delivery or proof of delivery by return receipt. Notices shall be sent to the parties at the addresses described on the first page of this Agreement or such other address as either party may designate for itself in writing..

9.8 No Agency. Nothing contained herein shall be construed as creating any agency, partnership, or other form of joint enterprise between the parties.

9.9 Force Majeure. Neither party shall be liable hereunder by reason of any failure or delay in the performance of its obligations hereunder (except for the payment of money) on account of strikes, shortages, riots, insurrection, fires,

flood, storm, explosions, acts of God, war, governmental action, labor conditions, earthquakes, power failure, communications delays/outages, material shortages or any other cause which is beyond the reasonable control of such party. Notice of a failure or delay due to a force majeure event must be given within five (5) business days of the force majeure event or is deemed waived.

9.10 Waiver. The failure of either party to require performance by the other party of any provision hereof shall not affect the full right to require such performance at any time thereafter; nor shall the waiver by either party of a breach of any provision hereof be taken or held to be a waiver of the provision itself.

9.11 Severability. In the event that any provision of this Agreement shall be unenforceable or invalid under any applicable law or be so held by applicable court decision, such unenforceability or invalidity shall not render this Agreement unenforceable or invalid as a whole, and, in such event, such provision shall be changed and interpreted so as to best accomplish the objectives of such unenforceable or invalid provision within the limits of applicable law or applicable court decisions.

9.12 Nondisclosure. Intentionally Deleted.

9.13 Headings. The section headings appearing in this Agreement are inserted only as a matter of convenience and in no way define, limit, construe, or describe the scope or extent of such section or in any way affect this Agreement.

9.14 Counterparts. This Agreement may be executed simultaneously in two or more counterparts, each of which will be considered an original, but all of which together will constitute one and the same instrument.

9.15 **Palm Beach County IG**: In accordance with Palm Beach County ordinance number 2011-009, the Company acknowledges that this Agreement and any Order(s) may be subject to investigation and/or audit by the Palm Beach County Inspector General. The Company has reviewed Palm Beach County ordinance number 2011-009 and is aware of its rights and/or obligations under such ordinance.

9.16 No Third Party Beneficiaries. There are no third party beneficiaries under this Agreement or any Order.

9.17 Public Entity Crimes, Scrutinized Companies, E-Verify, and Human Trafficking.

9.17.1 As provided in Sections 287.132-133, Florida Statutes, as amended from time to time, by entering into this Agreement and any Order, the Company certifies that it, its affiliates, suppliers, subcontractor and any other contractors who will perform hereunder, have not been placed on the convicted contractor list maintained by the State of Florida Department of Management Services within the thirty-six (36) months immediately preceding the date hereof.

9.17.2 As provided in Section 287.135, Florida Statutes, as amended from time to time, by entering into this Agreement and any Order, the Company certifies that it is not participating in a boycott of Israel. The Client and Company agree that the Client will have the right to terminate this Agreement and all Orders if the Company is found to have been placed on the Scrutinized Companies that Boycott Israel List or is engaged in a boycott of Israel.

9.17.3 The Company shall comply with the E-Verify requirements of section 448.095, Florida Statutes, to the extent applicable.

9.17.4 By signing this Agreement as set forth below and for each Order, the Company's authorized representative attests that the Company does not use coercion for labor or services as defined in section 787.06, Florida Statutes.

9.18 Entire Agreement. This Agreement together with any Orders attached hereto completely and exclusively states the agreement of the parties regarding its subject matter. It supersedes, and its terms govern, all prior proposals, agreements, or other communications between the parties, oral or written, regarding such subject matter. The 2018 Agreement is expired and of no further force and effect. This Agreement shall not be modified except by a subsequently dated written amendment signed on behalf of Company and Client by their duly authorized representatives.

IN WITNESS WHEREOF, the parties hereto have entered into this Agreement as of the date first above written.

CLIENT: VILLAGE OF PALM SPRINGS, FLORIDA

By: _____
Bev Smith, Mayor

ATTEST:

By: _____
Kimberly Wynn, Village Clerk

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:.....

By: _____.....
Christy Goddeau, Village Attorney .....
.....

COMPANY: VC3, INC.

By: _____

[Corporate Seal]
.....Print Name: _____
.....Title: _____
STATE OF _____)

COUNTY OF _____)

THE FOREGOING instrument was acknowledged before me by means of □ physical presence or □ online notarization on this ____ day of _____ 2025, by _____, as the _____ [title] of VC3, Inc., a corporation authorized to do business in the State of Florida, who is personally known to me or who has produced_____ as identification, and who did take an oath under penalty of perjury that the facts stated with regard to section 787.06, Florida Statutes, are true and correct, and that he or she is duly authorized to execute the foregoing instrument and bind VC3, Inc., to the same.

_____
Notary Public Signature

Notary Seal:.....

Exhibit A

Hourly Rates

Service Area	Hourly Bill Rate	Description of Service Area
Consulting & Project Management	$ 232.00	Consulting (Design, Architecture, Planning); Technology Assessments; Security Audits. Project Management. CIO Consulting Services including without limitation product evaluations and application/infrastructure planning services.
Application Development	$ 232.00	Application Software development, design, testing, and code revisions. Systems Programming (System Level Scripting/Automation). All SharePoint services.
Web Design Services	$ 201.00	Web site design and implementation services which are NOT built on a Microsoft SharePoint platform.
Infrastructure Deployment Services	$ 206.00	Installation and Setup of the following: Networks, Electronic Messaging Systems, Servers, SANs, VMWare, Citrix, Network Domains, and Desktop Deployments.
Infrastructure Maintenance Services	$ 196.00	Maintenance Services for the following: Networks, Electronic Messaging Systems, Servers, SANs, VMWare, Domains, Microsoft Server, and Desktop support.
Travel Time	$ 124.00	Travel time to and from the Client. This rate includes the mileage expense at the current IRS approved mileage rate.
After Hours Support Services	$ 257.00	All reactive support services provided to Client outside of the hours of 8am to 5pm Monday through Friday and all services provided on National Holidays

Note: Rates will automatically increase on an annual basis equivalent to the CPI change for All Urban Consumers or by a rate of 4%, whichever is higher. Annual rate increases will become effective on the first of the month following the release of data for the prior calendar year.

Managed Security, Backups, DR and Office 365 - Renewal Order

Village of Palm Springs, FL
226 Cypress Lane
Palm Springs, Florida 33461
United States

VC3
1301 Gervais St.
Suite 1800
Columbia, SC 29201
United States

Mara Frederiksen
mfrederiksen@vpsfl.org
561.584.8200 Ext. 8440

Prepared by: Hunter Lindsay
Chief Sales Office
hunter.lindsay@vc3.com
+18039782711

Quote expires: August 14, 2025

Products & Services

PRODUCTS & SERVICES	QUANTITY	UNIT PRICE	PRICE
Managed Security Compliance Solution (1) SIEM Security Services (3) Juniper Firewalls (1) Cisco ASA5508x Firewall and VPN Licensing	1	$2,804.25 / month	$2,804.25 / month for 1 year
Microsoft Entra ID P2 NCE Annual Commitment, Paid Monthly Microsoft Entra ID P2: A comprehensive cloud Identity and access management solution with advanced identity protection for all your users and administrators	3	$9.45 / month	$28.35 / month for 1 year

PRODUCTS & SERVICES	QUANTITY	UNIT PRICE	PRICE
Microsoft Defender for Office 365 (Plan 1) (Governmental Community Cloud Pricing) NCE Annual Commitment, Paid Monthly Modern email protection techniques such as Safe Links and Safe Attachment, complementing the defense of Exchange Online Protection to protect your mailboxes against sophisticated attacks.	168	$2.10 / month	$352.80 / month for 1 year
Moth of Datto Cloud (Infinite Cloud)	1	$972.43 / month	$972.43 / month for 1 year
Office 365 G3 (Governmental Community Cloud Pricing) NCE Annual Commitment, Paid Monthly The Office suite for PC and Mac with apps for tablets and phones, plus email, instant messaging, HD video conferencing, 1 TB personal file storage and sharing, and available add-ons like PSTN calling.	193	$24.15 / month	$4,660.95 / month for 1 year
Exchange Online (Plan 1) (Governmental Community Cloud Pricing) NCE Annual Commitment, Paid Monthly Messaging, calendaring, and email archiving plan accessible from Outlook on PCs, the Web and mobile devices.	10	$4.20 / month	$42.00 / month for 1 year
Project Plan 3 (Governmental Community Cloud Pricing) NCE Annual Commitment, Paid Monthly A complete online project management solution to help keep your projects, resources, and teams organized and on track. Plan projects, track status, and collaborate with others from virtually anywhere.	6	$31.50 / month	$189.00 / month for 1 year

PRODUCTS & SERVICES	QUANTITY	UNIT PRICE	PRICE
Visio Plan 2 (Governmental Community Cloud Pricing) NCE Annual Commitment, Paid Monthly Makes it easier than ever for individuals and teams to create data-linked diagrams that simplify complex information. It includes support for BPMN 2.0, AutoCAD file import, and UML 2.4. Each user can install Visio on up to five PCs running Windows 10/11, Windows 8.1, Windows 8, or Windows 7.	2	$15.75 / month	$31.50 / month for 1 year
Microsoft Intune (Governmental Community Cloud Pricing) NCE Annual Commitment, Paid Monthly Microsoft Intune Plan 1 simplifies how businesses manage and secure PCs using Microsoft cloud services and Windows 7. One year subscription.	10	$6.93 / month	$69.30 / month for 1 year
SUMMARY			
Monthly subtotal			$9,150.58

Comments

This Order is entered into as of May 16, 2025 between VC3 Inc., a Delaware corporation ("Company") and Village of Palm Springs, FL ("Client")

Order Governed by the Master Agreement

This Order is subject to and governed by Company's Master Agreement in effect on the date this Order is entered into between Company and Client. The Master Agreement is available at https://www.vc3.com/terms-of-service/ and is incorporated in full into and made a part of this Order by this reference. The Client may also request a copy of the Master Agreement by submitting an email request to betterit@vc3.com identifying the Client and the applicable Orders. Company's entering into this Order is conditioned on Client's agreement to the Master Agreement, and by entering into this Order with Company, Client accepts and agrees to the Master Agreement.

Deliverables & Services

Managed Firewall

- VC3 will continue to monitor and maintain a Juniper Firewall device at Customers Primary Location
- The firewall will be maintained with Intrusion Detection and Intrusion Prevention services capable of supporting up to 100 Mbps of internet bandwidth. The device will be configure for active blocking. If at some point in the future, the Village elects to increase its internet bandwidth beyond 100Mbps, the firewall should be upgraded to support this additional capacity and the cost associated with that upgrade will be borne by the Village. VC3 will not perform any upgrade of this device which incurs cost to the Village without prior written approval by the Village.
- VC3 will Monitor the firewall and automatically alert our NOC in the event of failure.
- VC3 will provide the services to diagnose and resolve all firewall failures
- VC3 will provide support for firewall configuration changes.
- VC3 will provide enhanced Web Filtering which includes an Integrated URL filtering Solution, HTTP and HTTPS URL Intercept and web sense threat seeker.
- VC3 will provide Advanced Anti-Spam Filtering
- VC3 will provide Office 365 Advanced Threat Protection which will provide additional security features such as monitoring principal account for impersonations and scanning of links in emails and email based attachments.

Cyber NOC Services:

- Collect appropriate log data and store for agreed period with customer (default is 90 days but can be tailored to your requirements: 1 day to 7 years)
- Typical data sources: IDS Sensors, firewall logs, server logs, network device logs
- Regular continuous review of data flows and output of machine analytics to find breaches, vulnerabilities and risky behaviors
- Report security incidents to customer. An Artic Wolf threat analyst will provide first response and in the event of critical incident, they will initiate a critical incident and VC3 will notify the staff contacts provided by the customer via email. Additionally, VC3 will notify the primary point of contact (POC) per the SLA's provided in this work order via the phone contact information that has been provided to VC3
- For each incident prescribe a recommended remediation pla
- Monthly vulnerability assessment of external facing corporate infrastructure to identify any external risks
- Respond to ad-hoc queries for clarification or further analysis of questions about security issues
- Forensic and malware analysis support when requested and as required to remediate or do root cause analysis of breaches. It is noted that VC3 is not responsible for providing Malware or SPAM protection services at the desktop level and it is recommended that the Village have a defined and documented desktop Malware and SPAM protection strategy

BACKUP AND DR SOLUTION

VC3 will maintain the backup appliance in customer environment and provide regular backups and monitoring as outlined in Addendum A. The backup appliance will be configured to capture a system image of each protected server on a nightly basis and these images will be replicated offsite on a nightly basis. In the event of a single system failure, the image from the failed system can be booted from the on-site backup appliance, thus allowing the Customer to quickly and easily restore functionality to the users of that system. The typical recovery time for a single system will range from 20 minutes to 1 hour depending on the

parameters of the failed system. In the event of a more broadscale disaster in which all systems within the Customer environment are affected, then the Customer can boot all protected systems in the cloud and can establish a VPN connection to the cloud system in order to both access those system and to restore functionality to the users of those systems. The typical recovery time for access to all systems in the cloud is less than 4 hours. However, it is noted that in order for the Customer to use the recovered systems in the cloud additional environment components such as connectivity to the cloud and endpoint devices will need to be factored into the Customer's overall Business Continuity plan.

- **Proactive Services:**
  - Patch Management
    1. VC3 will install an RMM agent on all servers and will deploy monthly Microsoft patches to those systems such that known bugs and security updates are applied on a regular basis. Additionally, VC3 will notify the Village of any critical security patches released by Microsoft and will work with the Village to schedule and deploy critical security patches on a more real time basis.
  - **Backup Management:**
    1. VC3 will monitor and maintain backups for the servers protected by the Datto Siris 3 Appliance. Backups will be stored on the local appliance and replicated to two geo-redundant data centers currently located in Pennsylvania and Utah.
    2. VC3's automated backup management system will perform a daily boot of each backup image captured on the Datto appliance and will store an audit log of the success or failure of each nightly backup. Should a failure occur, then a ticket will be automatically generated and logged in the ticketing system and VC3 will perform services to determine the root cause of the failure and will work the service ticket until the backup failure issue is resolved.
    3. VC3 will perform periodic updates to the backup software such that patches and updates are applied to the production system.
  - **Retention**
    - VC3 will maintain two weeks of daily backups (Monday-Friday).
    - VC3 will maintain ten of the last twelve monthly backups.
    - VC3 will maintain the monthly backup for January and June for one year.
  - **Disaster Recovery Testing**
    - As part of the fees included in this work order, the customer can perform quarterly Disaster Recovery testing in the cloud at no additional cost.
    - The quarterly disaster recovery testing must be scheduled in advance and the customer is allowed to reserve capacity in the cloud for this testing for up to 30 days before additional fees would be incurred.
  - **24X7 Monitoring and Incident Response Services:**
    - VC3 will provide 24X7x365 Incident response services for all included devices. These monitoring and response services are provided at the fixed fee structure identified in Table A and provide the customer with unlimited incident response service hours on included devices
    - VC3 will track all incidents through an ITIL (Information Technology Infrastructure Library) based Service Desk system. All requests will be prioritized and processed per the 'Priority' guidelines listed in Addendum A.
    - VC3 will provide 24x7 collection of performance data for the customer's backup appliance
    - VC3 will provide 24X7 response to critical event driven Incidents. This would include recovery services for network or server devices which become inoperable due to hardware failures or data corruption. Recovering existing systems back to a known working condition is included in the scope of the fixed fees associated with this work order. Recovering data to new systems as a result of a disaster such as fire or hurricanes is not included and would require written approval by the Village prior to VC3 performing these types of recovery services. Restoring data back to on-premises systems after transitioning production operations to the cloud is not included within the scope of this work order.
    - VC3 will utilize industry best practices for remote access, control and management of all devices.
    - VC3 Network Operations Center is staffed from 7:00am to 6:00pm Monday through Friday. After hours incident response will be provided via callback within 1 hour of incident submission.
  - **Hardware as a Service**
    1. Installation and replacement of hardware listed within Products & Services are included within the unit price.
    2. If a unit count is dropped within the first twelve months of activation a drop fee of three times unit cost will be assessed.
    3. Company will make arrangements to repair or replace the failed component in the event of failure.

4. Once the hardware has been replaced, Client is responsible for returning the replaced device to Company within 7 business days.
5. Failure to return said device within 7 business days will result in a replacement charge for the item.
6. Company will provide replacement components with substantially same or better performance as the original for failures on Hardware-as-a-Service equipment that occur because of internal equipment defects or end of life failure. The model and manufacturer of replacement devices may vary depending on device availability and lifecycle.

Exclusions

Items other than those included above are expressly excluded from the Services provided within this Order. The following exclusions and clarifications are intended to clarify the scope of services for this order:

1. Excluded services are those related to functionality upgrades, such as those required to evaluate, specify, purchase, and implement client system or server upgrades such as operating systems, Microsoft Office suite software unless included with a specific Company product, third party software deployments or upgrades, or equipment related to these services whose scope exceeds that defined above. Company will provide these services to the client on a Time & Materials Order basis at the rates outlined in the Master Agreement. If modification or replacement of a hardware device or component is required, client is responsible for all hardware and hardware vendor services costs, excluding Company owned hardware explicitly provided through this Order.
2. Software development, training and project work, including client-owned PC upgrades and non-patch upgrades of software, are not included.
3. When client requests services by Company not explicitly included in this agreement, they are agreeing to invoicing of said services per the terms outlined in the Master Agreement. For all services which incur additional hourly fees, Company will notify the client that these services are outside the scope of this work order and will receive approval from client prior to rendering these additional services.
4. Software and licensing purchased by the client directly from a third-party vendor are not included as a part of services to be supported.
5. Architectural changes, mass deployment, database management, data visualization and business process automation / troubleshooting are considered excluded from this Order.
6. Cybersecurity event or incident response activities or remediation efforts exceeding eight (8) hours of technician, engineer or project management time.
7. Should deficiencies, malware infections, or critical vulnerabilities be discovered during the deployment of services, Company will bring to Client attention and discuss the impact of the deficiencies on Company's ability to provision the Services and provide client with options to correct the deficiencies. Initial remediation hours will be billed outside of this Order unless otherwise explicitly stated in this Order.

Assumptions

1. The Order will not become effective unless and until it is agreed upon and signed by the Client and Company.
2. If Company is providing or managing Client 's Microsoft Licenses, then Client agrees to the Microsoft terms and conditions as stated in the Microsoft Customer Agreement found here: https://www.microsoft.com/licensing/docs/customeragreement
3. Company reserves the right, at its discretion, to pass onto the client any changes to obligations, such as terms or pricing imposed on Company by a given vendor, for an offering that is currently resold to the client at any time during the current agreement term.
4. Company will make reasonable efforts to resolve all issues remotely prior to dispatching an engineer onsite. Travel hours incurred will be invoiced according to the Master Agreement.
5. Microsoft NCE licenses and subscriptions run on an annual basis and cannot be terminated nor altered mid-term.
6. If client Microsoft licenses are under a current annual NCE subscription, Company assumes they will migrate to become under Company's management at the point of renewal.

7. The items defined in this Order are designed to enhance the security of the customer environment. There is no guarantee that any security measure will prevent a data breach, infection, or other cyber security incident.

Client Responsibilities

1. Client will provide a primary point of contact for Company to work with on all services provided in this Order.
2. Client is responsible for authorizing access for Company to sites that are owned / controlled by third parties.
3. Client is responsible for proper disposal of client-owned devices.
4. Client will make a best effort to maintain the minimum infrastructure requirements as defined by Company.
5. Client will maintain both hardware and software maintenance agreements with the source Vendor whenever possible to allow for ongoing access to security updates and to provide quick replacement of non-functioning components.
6. Client must assign Company as their Microsoft Partner of record.
7. Client is responsible for procurement and ownership of all licenses, maintenance, and vendor support agreements required for support of their third-party applications, excluding the Microsoft licensing explicitly included in the per seat packages identified in Products & Services section.
8. Third party tool licensing may be required for additional cost.
9. Client will be financially responsible for any remaining or ongoing charges from Microsoft. Microsoft subscriptions can each have their own terms and renewal dates. It is the client's responsibility to engage Company to adjust Microsoft subscription counts and terminations prior to 12 months from the original work order or subsequent change order purchase date.

Invoicing

1. Recurring services, if included, shall be provided for term indicated in Products & Services, starting from the date of the first recurring invoice (Effective Services Start Date), unless terminated in accordance with the terms of this Order or the Master Agreement.
2. Upon execution of an Order, Company shall invoice Client for all non-recurring charges due for Company to commence Services, including any onboarding fees. Upon activation of the Services, billing shall commence, and Company shall invoice Client for monthly recurring charges in advance of providing managed services. If the Order start date does not fall on the first calendar day of a month, Company shall calculate the first month's Services on a prorated basis.
3. Any taxes related to services purchased or licensed pursuant to this Order shall be paid by Client or Client shall present an exemption certificate acceptable to the taxing authorities. Applicable taxes and freight charges shall be billed as a separate item on the invoice.
4. Unit rates will automatically increase annually on the anniversary of the Effective Services Start Date equivalent to the CPI change for All Urban Consumers or by 4.00%, whichever is higher.
5. The terms of this Order will automatically renew for an additional term of equivalent length to the current active term unless notice of termination is provided by either party no fewer than 90 calendar days prior to expiration of the current active term.
6. Company will audit the Client's usage of the quantity of Services on a monthly basis; for each quantity of Services found in excess of the amount stated in this Order above, Company will increase the monthly service fee amount by the corresponding unit price stated above.
7. At no time during the term of this Order will the fees payable under this Order (i.e. the monthly subtotal amount) drop below seventy-five percent (75%) of the initially agreed upon monthly subtotal stated above.
8. In the event of the early termination of the Agreement in accordance with Section 3.3 of the Master Agreement, Client agrees that the initially agreed upon monthly subtotal stated above shall be used for calculating fees due for the remaining term of the Agreement.
9. Additional services may be added at any time during the life of this Order at the unit price listed above.

Addendum A – Service Desk Priorities

Incidents and Service Requests are triaged and prioritized to effectively resolve the most important issues in a timely manner. Company utilizes the following priorities, criteria and response metrics:

- **Priority 1:**

    - System/device/application down causing work to cease and critical impact to the entire organization, a whole department, or a C-level executive or VIP user; no interim solution available; Client is in danger of or is experiencing a financial loss or the ability to make strategic business decisions is impaired.
    - **24x7 Support:** Priority 1 incidents will be addressed on a 24 hours a day, 7 days a week basis including holidays.
- **Priority 2:**
    - System/device/application down causing work to cease and potential business impact for up to 5 users, a C-level executive, or a VIP user; no interim solution available.
    - **24x7 Support:** Priority 2 incidents will be addressed on a 24 hours a day, 7 days a week basis including holidays.
- **Priority 3:**
    - Level of service degraded causing impact to an individual user; no interim solution available. Operational impact to the organization or a whole department though work continues as a result of implementing an interim solution or use of other system/device/service.
    - **Business Hours Support:** Priority 3 incidents will be addressed during normal business hours Monday-Friday, 8:00am to 5:00pm excluding holidays.
- **Priority 4:**
    - Minor inconvenience to a department or user exists though work continues as a result of implementing an interim solution or use of another system/device/service.
    - **Business Hours Support:** Priority 4 incidents will be addressed during normal business hours Monday-Friday, 8:00am to 5:00pm excluding holidays.
- **Priority 5:**
    - Maintenance tasks, audits, or alignment work that is not requested by the client.
    - **Business Hours Support:** Priority 5 incidents will be addressed during normal business hours Monday-Friday, 8:00am to 5:00pm excluding holidays.

Call Priority	Initial Client Contact Guidelines	Initial Client Contact Percentages
1	1 Hour	90%
2	2 Hours	90%
3	4 Business Hours	90%
4	8 Business Hours	90%
5	N/A	N/A

Addendum B - Maintenance Windows

All work performed within Company's Hosting or Client Infrastructure is a form of maintenance. Such work may or may not result in a disruption of service depending on the scope of the activity.

1. **Scheduled Maintenance**: All planned work performed on Company's Hosting or Client Infrastructure by Company engineers, or staff is defined as "Scheduled Maintenance". During Scheduled Maintenance, some or all of Company's Hosting or Client Infrastructure may be out of service and therefore may not be accessible to users. Regularly Scheduled Maintenance will occur between 2 AM and 6 AM in the local time zone for which the Client Infrastructure being maintained resides. Downtime to perform changes is expected during this window. If Client has a business need to avoid said downtime, they must provide their request via the Company Service Desk ten business days in advance.
    a. **Notification**: Client will be notified via email should Scheduled Maintenance be required to take place outside of the windows specified above.
2. **Emergency Maintenance**: All work performed in response to a disruption or a threat to the availability of a component of Company's Hosting or Client Infrastructure within the control of Company is defined as "Emergency Maintenance". Emergency Maintenance will be conducted based upon the timeframe that the emergency exists. Normal business hours will see an immediate response. For issues that occur during non-business hours, the impact of the event will be evaluated as soon as possible, and appropriate measures taken to return the system to normal availability.
    a. **Notification**: Client will be notified via email should Emergency Maintenance be necessary. Commercially reasonable efforts will be made to notify Client prior to emergency maintenance. Company reserves the right to complete Emergency Maintenance without prior notification to Client if necessary to mitigate risks posed by the need for Emergency Maintenance in a timely manner.

Signature

Signature

Date

Printed name

Village of Palm Springs

Executive Brief

AGENDA DATE: June 12, 2025

DEPARTMENT: Public Works

ITEM #6: Approval of a Purchase Order with Ranger Construction for Milling and Paving Work

SUMMARY: The Public Works Department maintains and upkeeps all Village public property and right-of-ways. Each year, road resurfacing is carried out as part of this ongoing maintenance responsibility to ensure the pavement remains safe and in good condition. Following the analysis of our recent pavement condition study, staff identified those roadway segments that will require milling and resurfacing.

Among the roadway segments scheduled for milling and resurfacing are Davis Road from 10th Avenue North to Canal Road, Barbados Drive, Tortuga Road, Jamaica Road, Morgan's Way, Andros Road, and Sago Park (70-43-44-19-06-003-0010). The Village is utilizing the Palm Beach County Annual Milling and Resurfacing Contract (Project No. 2024050) as approved for piggyback by Council in FY 2025 with Ranger Construction Industries. The total cost of the work is $220,138.00 and will issue Work Order #01.

FISCAL IMPACT:
The Purchase Order with Ranger Construction Industries is being funded through account #01441-55300 in an amount not to exceed $220,138.00.

ATTACHMENTS:
1. Palm Springs - 2025 Mill and overlay - aerial
2. EXHIBIT A - Work Order #01 Ranger Construction

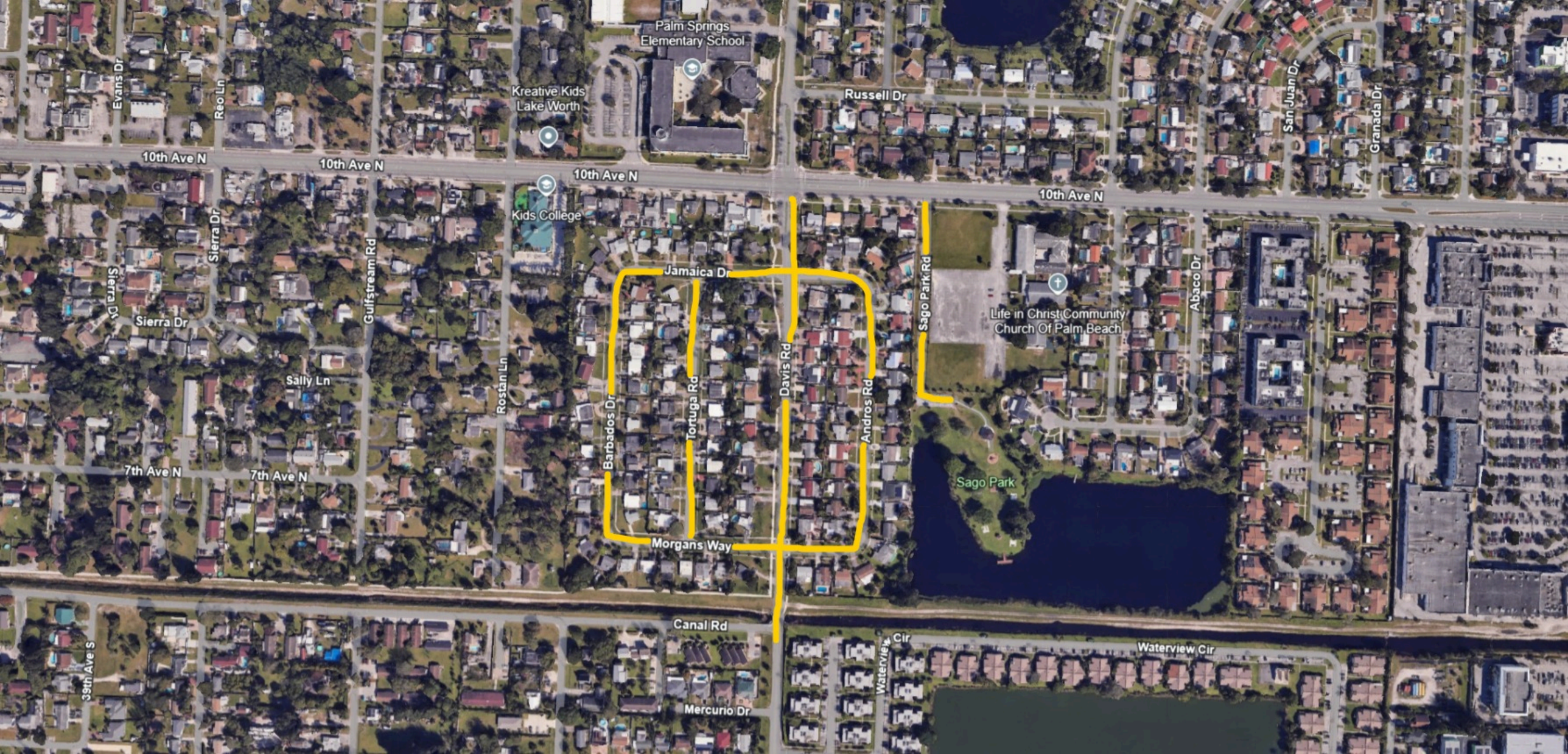

Palm Springs Elementary School
Kreative Kids Lake Worth
Kids College
Russell Dr
10th Ave N
10th Ave N
10th Ave N
10th Ave N
Evans Dr
Reo Ln
Sierra Dr
Sierra Dr
Sierra Dr
Gulfstream Rd
Rostan Ln
Sally Ln
7th Ave N
7th Ave N
Jamaica Dr
Barbados Dr
Tortuga Rd
Davis Rd
Andros Rd
Morgans Way
Sago Park Rd
Life in Christ Community Church Of Palm Beach
Abaco Dr
Sago Park
San Juan Dr
Granada Dr
Canal Rd
39th Ave S
Mercurio Dr
Waterview Cir
Waterview Cir

EXHIBIT A
AGREEMENT FOR MILLING AND RESURFACING

WORK ORDER NO. 01

THIS WORK ORDER for Milling and Resurfacing ("Work Order") is made on the _____, between the **Village of Palm Springs**, a Florida municipal corporation ("Village") and **Ranger Construction Industries, Inc.**, 1645 North Congress Ave, West Palm Beach, FL 33409, a corporation authorized to do business in the State of Florida ("Contractor").

1.0 Project Description:

The Village desires the Contractor to provide all goods, services, materials and equipment as identified herein related to the Milling and Resurfacing project generally described as: Milling and paving Davis Road (10th Ave N to Canal Rd.), Andros Rd., Tortuga Rd., Morgans Way, Barbados Dr., Jamaica Rd., and Sago Palm Park entrance road (the "Project"). The Project is more specifically described in the plans prepared by N/A, dated N/A, and which are incorporated herein by reference.

2.0 Scope

Under this Work Order, the Contractor will provide the Village with construction services for the Project as specified in the **Contractor's proposal attached hereto and incorporated herein as Exhibit "1"**.

3.0 Schedule and Liquidated Damages

Substantial completion of all services and work under this Work Order shall be within **60 calendar days** from the Effective Date of this Work Order. Final completion of all services and work (and all punch-list items (if any)) under this Work Order shall be within **75 calendar days** from the Effective Date of this Work Order. The Effective Date of this Work Order is the date following the parties' execution of this Work Order and the Village's delivery of a Notice to Proceed to the Contractor via e-mail, facsimile or other form of delivery as documented by the Village. Substantial completion occurs when the services and work has progressed to the point where, in the opinion of the Village, the work is sufficiently complete in accordance with the Contract Documents and this Work Order, so that the Project can be utilized for the purposes for which it is intended. Final completion occurs when all services and work (including punch-list items) has been completed and the project becomes fully operational and accepted by the Village.

Liquidated Damages. The Village and Contractor recognize that time is of the essence under this Work Order and the Contract Documents, and that the Village will suffer financial loss if the services and work described in this Work Order and the Contract Documents are not completed within the times specified in this Work Order. The Village and Contractor recognize, agree and acknowledge that it would be impractical and extremely difficult to ascertain and fix the actual damages that the Village would suffer in the event Contractor neglects, refuses, or otherwise fails to complete the services and work within the time specified. Accordingly, instead of requiring any such proof, the Village and Contractor agree that as liquidated damages for delay (but not as a penalty) Contractor shall pay the Village Five

Hundred dollars ($500.00) for each day that expires after the time specified in this Work Order.

4.0 Compensation and Direct Purchases

This Work Order is issued for a total not to exceed price of **$ 220,138.00**. The attached proposal identifies all costs and expenses included in the lump sum, not to exceed amount.

5.0 Project Manager

The Project Manager for the Contractor is Paige Weeks, phone: 561-793-9400; email: paige.weeks@rangerconstruction.com; and, the Project Manager for the Village is: Felipe Lofaso, phone: 561-301-7037; email: flofaso@vpsfl.org.

6.0 Progress Meetings

The Contractor shall schedule periodic progress review meetings with the Village Project Manager as necessary but every 30 days as a minimum.

7.0 Contractor's Representations

In order to induce the Village to enter into this Work Order, the Contractor makes the following representations:

7.1 Contractor has familiarized itself with the nature and extent of the Contract Documents including this Work Order, work, site, locality, and all local conditions and laws and regulations that in any manner may affect cost, progress, performance or furnishing of the work.

7.2 ~~Contractor has obtained at his/her own expense and carefully studied, or assumes responsibility for obtaining and carefully studying, soil investigations, explorations, and test reports which pertain to the subsurface conditions at or contiguous to the site or otherwise may affect the cost, progress, performance or furnishing of the work as Contractor considers necessary for the performance or furnishing of the work at the stated work order price within the Work Order stated time and in accordance with the other terms and conditions of the Contract Documents, including specifically the provisions of the IFB; and no additional examinations, investigations, explorations, tests, reports, studies or similar information or data are or is deemed necessary by Contractor for such purposes~~.

7.3 ~~Contractor has reviewed and checked all information and data shown or indicated on the Contract Documents with respect to existing Underground Facilities at or contiguous to the site and assumes responsibility for the accurate location of said Underground Facilities. No additional examinations, investigations, explorations, tests, reports, studies or similar information or data in respect of said Underground Facilities are or is deemed necessary by the Contractor in order to perform and furnish the work under this Work Order price, within the Work Order time and in accordance with the other terms and conditions of the Contract Documents~~.

7.4 Contractor has correlated the results of all such observations, examinations,

investigations, explorations, tests, reports and studies with the terms and conditions of the Contract Documents.

7.5 Contractor has given the Village's Contract Administrator written notice of all conflicts, errors or discrepancies that he or she has discovered in the Contract Documents and the written resolution thereof by Village or its designee is acceptable to the Contractor.

8.0 Warranty. The Contractor warrants and guarantees to the Village that all services and work provided under this Work Order will be in accordance with this Work Order and the other Contract Documents. The Contractor warrants that (a) all materials and parts supplied under this Work Order shall be free from defects for one (1) year from the final completion of all work (unless a longer manufacturer warranty applies); (b) all services and work performed under this Work Order will be free from defects for one (1) year from the final completion of all work and the project shall be fully operational without unreasonable downtime or failures; and (c) that the services and work will conform to the requirements of the Contract Documents. If, at any time prior to the expiration of the one (1) year warranty period, the Village discovers any failure or breach of the Contractor's warranties or the Contractor discovers any failure or breach of the Contractor's warranties, the Contractor will, upon written notice from Village or of its own accord, at the Contractor's sole cost and expense, promptly correct such failure or breach (which corrective action must include, without limitation, any necessary removal, disassembly, reinstallation, repair, replacement, reassembly, retesting, and/or re-inspection of any part or portion of the work and any other property damaged or affected by such failure, breach, or corrective action). The Contractor will remedy any such failure or breach so, to the extent possible, to avoid unnecessary disruptions to the operations of Village or its systems. In the event the Contractor fails to initiate and diligently pursue corrective action within five (5) days of the Contractor's receipt of the Village's notice or the Contractor's discovery of the same, the Village may undertake such corrective action at the Contractor's expense.

9.0 Authorization

This Work Order is issued pursuant to the Agreement for Milling and Servicing between the Village and the Contractor, dated December 12, 2025, ("Agreement" hereafter). If there are any conflicts between the terms and conditions of this Work Order and the Agreement, the terms and conditions of the Agreement shall prevail; however, the specific scope of work set forth herein shall take precedence.

REMAINDER OF THIS PAGE INTENTIONALLY LEFT BLANK

SIGNATURE PAGE FOLLOWS

IN WITNESS WHEREOF, the parties hereto have made and executed this **Work Order No. 01** as of the day and year set forth above.

VILLAGE OF PALM SPRINGS, FLORIDA

By:_____
Bev Smith, Mayor

ATTEST:

By: _____
Kimberly Wynn, Village Clerk

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:

By: _____
Christy Goddeau, Village Attorney

CONTRACTOR: **RANGER CONSTRUCTION INDUSTRIES, INC.**

By: Jamie R Timming Digitally signed by Jamie R Timming DN: CN=Jamie R Timming, dnQualifier=A01410D00000194B39A7136000928A3, O=RANGER CONSTRUCTION INDUSTRIES INC, C=US Date: 2025.06.03 10:50:35-04'00'

[Corporate Seal]

Print Name: Jamie Timming

Title: Vice President

STATE OF _____)
COUNTY OF _____)

THE FOREGOING instrument was acknowledged before me by means of □ physical presence or □ online notarization on this ____ day of _____ 2025, by _____, as the _____ [title] of Ranger Construction Industries, Inc., a corporation authorized to do business in the State of Florida, who is personally known to me or who has produced_____ as identification, and who did take an oath under penalty of perjury that the facts stated with regard to section 787.06, Florida Statutes, are true and correct, and that he or she is duly authorized to execute the foregoing instrument and bind CONTRACTOR to the same.

_____
Notary Public Signature

Notary Seal:

Village of Palm Springs

Executive Brief

AGENDA DATE: June 12, 2025

DEPARTMENT: Public Works

ITEM #7: Approval of the FDOT State Highway Lighting, Maintenance, and Compensation Agreement

SUMMARY: The agreement between the Florida Department of Transportation (FDOT) and the Village of Palm Springs pertains to the lighting, maintenance, and compensation related to all FDOT-owned lighting fixtures, as well as electricity charges from Florida Power & Light (FPL) and Lake Worth Beach Utilities for lighting owned by those entities within the FDOT right-of-way.

The Village is responsible for maintaining FDOT-owned utility poles and fixtures that are not under the jurisdiction of FPL or Lake Worth Beach Utilities within the FDOT right-of-way. This agreement formalizes those terms and conditions.

The Village and FDOT have been under contract for these lighting fixtures for many years, and this agreement effectively renews those terms and conditions. FDOT will compensate the Village $136,701.12 for the first year in addition to a 3% annual increase for the next seven years.

FISCAL IMPACT:
The FDOT State Highway Lighting, Maintenance, and Compensation Agreement will compensate the Village $136,701.12 for the maintenance of FDOT owned utility pole maintenance and electricity charges for FPL and Lake Worth Beach Electric for street lighting on FDOT owned right of way.

ATTACHMENTS:
1. ASM59- Village of Palm Springs (1)

STATE HIGHWAY LIGHTING, MAINTENANCE, AND COMPENSATION AGREEMENT

CONTRACT NO. ASM59
FINANCIAL PROJECT NO. 405121-2-78-25
F.E.I.D. NO. F596020405002

THIS AGREEMENT, entered into this _____ day of _____, year of _____, by and between the **STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION**, hereinafter referred to as **"FDOT"**, and Village of Palm Springs , hereinafter referred to as the "**MAINTAINING AGENCY**";

WITNESSETH:

WHEREAS, FDOT is authorized under Sections 334.044 and 335.055, Florida Statutes, to enter into this Agreement, and the **MAINTAINING AGENCY** has the authority to enter into this Agreement and to undertake the maintenance and operation of lighting on the State Highway System; and

WHEREAS, the **MAINTAINING AGENCY** has authorized its undersigned officers to enter into and execute this Agreement;

WHEREAS, FDOT has identified sites where lighting and/or lighting systems, hereinafter referred to as "Facilities", are located on the State Highway System within the jurisdictional boundaries of the **MAINTAINING AGENCY.** A list of the Facilities is included as Exhibit A, attached hereto and incorporated herein.

WHEREAS, the **MAINTAINING AGENCY** agrees to maintain the Facilities as further set forth herein.

NOW, THEREFORE, in consideration of the premises and the mutual covenants contained herein, **FDOT** and the **MAINTAINING AGENCY** hereby agree as follows:

1. Maintenance of Facilities

a. The **MAINTAINING AGENCY** shall maintain the Facilities listed in Exhibit A. The Facilities may include lighting for roadways, as well as park and ride, pedestrian overpasses, and recreational areas owned by or located on the property of **FDOT.** The Facilities shall not include lighting located in weigh stations, rest areas, or on Interstate highways.

The location and type of lighting to be maintained pursuant to this Agreement is set forth in Exhibit A. Any changes or modifications to Exhibit A must be in writing and signed by both **FDOT** and the **MAINTAINING AGENCY**. Any Facilities added to Exhibit A during the **FDOT**'s fiscal year shall be maintained and operated by the **MAINTAINING AGENCY** upon the **FDOT**'s final acceptance of installation of any new lighting and/or lighting systems. Prior to the start of each new fiscal year, the **MAINTAINING AGENCY** and **FDOT** shall amend Exhibit A to reflect any changes to the Facilities, including addition, removal, or change in lighting type maintained pursuant to this Agreement.

The **MAINTAINING AGENCY** will be compensated for Facilities added to Exhibit A by amendment of this Agreement in the **FDOT**'s fiscal year occurring after the lighting and/or lighting systems are installed and final acceptance of such installation is given by **FDOT**. In the event that no change is made to the previous year's Exhibit A, a certification from the **MAINTAINING AGENCY** shall be provided to **FDOT** certifying that no change has been made to Exhibit A during **FDOT**'s previous fiscal year. Unless stated otherwise, all references to fiscal years within this agreement refer to **FDOT's** fiscal year, beginning July 1st and ending June 30th.

b. In maintaining the Facilities, the **MAINTAINING AGENCY** shall perform all activities necessary to keep the Facilities fully operating, properly functioning, with a minimum of 90% of the lights burning for any lighting type (e.g., high mast, standard, underdeck, and sign) or roadway system at all times in accordance with the original design thereof, whether necessitated by normal wear and tear, accidental or intentional damage, or acts of nature. Required maintenance includes, but is not limited to, providing electrical power and paying all charges associated therewith, routine inspection and testing, preventative maintenance, emergency maintenance, replacement of any component parts of the Facilities (including the poles and any and all other component parts installed as part of the Facilities), and locating (both vertically and horizontally) the Facilities. All repairs or replacement will be in kind unless a variance is approved in writing by **FDOT**.

c. All maintenance must be in accordance with the provisions of the following:

(1) Manual of Uniform Traffic Control Devices; and

(2) All other applicable local, state, or federal laws, rules, resolutions, or ordinances, and **FDOT** procedures.

d. For lighting installed as part of a **FDOT** project, the **MAINTAINING AGENCY**'**s** obligation to maintain the Facility commences upon the **MAINTAINING AGENCY**'**s** receipt of notification from **FDOT** that **FDOT** has formally accepted the project, except for the obligation to provide for electrical power, which obligation to provide for electrical power commences at such time as the lighting system is ready to be energized; provided, however, that the **MAINTAINING AGENCY** is not required to perform any activities which are the responsibilities of **FDOT's** contractor.

Prior to acceptance by **FDOT**, the **MAINTAINING AGENCY** shall have the opportunity to inspect and request modifications/corrections to the installation(s). **FDOT** agrees to make modifications/corrections prior to acceptance so long as the modifications/corrections comply with the installation contract documents and specifications.

e. The term for this Agreement is seven (7) years. Either party may terminate this Agreement by a notice of termination. The notice of termination must be in writing. Should the **MAINTAINING AGENCY** choose to terminate the Agreement, the **MAINTAINING AGENCY** shall provide a minimum notice period of two (2) fiscal years prior to the effective date of termination and the notice shall be endorsed by the elected body (County Commission, City Council, or local agency governing body) under which the Agency operates. The effective date of the termination will coincide with the end of the FDOT's fiscal year of June 30th following the two-year notice.

The termination of this Agreement will not terminate maintenance responsibilities for lighting owned by the **MAINTAINING AGENCY**. Maintenance obligations for lights owned by the **MAINTAINING AGENCY** will remain the responsibility of the **MAINTAINING AGENCY**. Nor does termination of this Agreement operate to relieve the **MAINTAINING AGENCY** of any maintenance obligations contained in other agreements. Maintenance of lights governed by a separate maintenance agreement will continue per the terms of that separate maintenance agreement.

2. Compensation and Payment

FDOT shall pay to the **MAINTAINING AGENCY** a sum of $ 136,701.12 for the fiscal year in which this Agreement is signed. Payments will be calculated and made in accordance with Exhibit A.

Prior to the beginning of each fiscal year, the **MAINTAINING AGENCY** shall submit an amended Exhibit A or a certification of no change to Exhibit A and **FDOT** and the **MAINTAINING AGENCY** shall agree on the amount and percentage of lighting to be paid for the coming fiscal year. **FDOT** will issue a work order confirming the amount and authorizing the performance of maintenance for each new fiscal year. The work order must be an **FDOT**-signed letter of authorization to the **MAINTAINING AGENCY** with a subject line containing the terms "State Highway Lighting, Maintenance, and Compensation Agreement work order". The work order must reflect the contract number, financial project number, FEID No. of the **MAINTAINING AGENCY**, the fiscal year, the percentage of lighting funded and the lump sum amount to be paid for the fiscal year indicated. The work order must be signed by the **MAINTAINING AGENCY** and returned to **FDOT**. Failure by the **MAINTAINING AGENCY** to take any of the actions required by this paragraph may result in nonpayment by **FDOT**.

FDOT expressly assigns its rights, interests and privileges pertaining to damage to Facilities caused by third parties to the **MAINTAINING AGENCY**, so they may pursue all claims and causes of actions against the third parties responsible for the damage. **FDOT** will assist the **MAINTAINING AGENCY** and will confirm the **MAINTAINING AGENCY**'s authorization to pursue recovery. The **MAINTAINING AGENCY** will be responsible for all attorneys' fees and litigation costs incurred in its recovery activities.

3. Record Keeping

The **MAINTAINING AGENCY** shall keep records of all activities and report all maintenance performed and replacement components and parts installed pursuant to this Agreement. The records shall be kept in an electronic format approved by **FDOT**.

Records shall be maintained and made available upon request to **FDOT** during the period of this Agreement and for three (3) years after final payment for the work pursuant to this Agreement is made. Copies of these documents and records will be furnished to **FDOT** upon request.

4. Invoicing

The **MAINTAINING AGENCY** shall invoice **FDOT** annually in a format acceptable to the FDOT. Invoices must be submitted no earlier than May 1 and no later than June 15 of the fiscal year in which the services were provided in order to be processed for payment by June 30.

Upon receipt, **FDOT** has five (5) working days to inspect and approve the goods and services. **FDOT** has twenty (20) days to deliver a request for payment (voucher) to the Department of Financial Services. The twenty (20) days are measured from the latter of the date the invoice is received or the goods or services are received, inspected, and approved.

If a payment is not available within forty (40) days, a separate interest penalty at a rate as established pursuant to Section 215.422, Florida Statutes, will be due and payable, in addition to the invoice amount, to the **MAINTAINING AGENCY**. Interest penalties of less than one (1) dollar will not be enforced unless the **MAINTAINING AGENCY** requests payment. Invoices returned to a **MAINTAINING AGENCY** because of **MAINTAINING AGENCY** preparation errors will result in a delay in the payment. The invoice payment requirements do not start until a properly completed invoice is provided to **FDOT**.

A Vendor Ombudsman has been established within the Department of Financial Services. The duties of this individual include acting as an advocate for contractors/vendors who may be experiencing problems in obtaining timely payment(s) from a state agency. The Vendor Ombudsman may be contacted at (850) 410-9724 or by calling the Chief Financial Officer's Hotline, 1-800-848-3792.

The State of Florida's performance and obligation to pay under this Agreement is contingent upon an annual appropriation by the Legislature. In the event this Agreement is in excess of $25,000 and has a term for a period of more than one (1) year, the provisions of Section 339.135(6)(a), Florida Statutes, are hereby incorporated:

FDOT, during any fiscal year, shall not expend money, incur any liability, or enter into any contract which, by its terms, involves the expenditure of money in excess of the amounts budgeted as available for expenditure during such fiscal year. Any contract, verbal or written, made in violation of this subsection shall be null and void, and no money may be paid on such contract. **FDOT** shall require a statement from the Comptroller of **FDOT** that funds are available prior to entering into any such contract or other binding commitment of funds. Nothing herein contained shall prevent the making of contracts for periods exceeding 1 year, but any contract so made shall be executory only for the value of the services to be rendered or agreed to be paid for in succeeding fiscal years; and this paragraph shall be incorporated verbatim in all contracts of **FDOT** which are for an amount in excess of $25,000 and which have a term for a period of more than 1 year.

5. Default

In the event that the **MAINTAINING AGENCY** breaches any provision of this Agreement, then in addition to any other remedies which are otherwise provided for in this Agreement, **FDOT** may exercise one or more of the following options, provided that at no time may **FDOT** be entitled to receive double recovery of damages:

a. Pursue a claim for damages suffered by **FDOT** or the public.

b. Pursue any other remedies legally available.

c. As to any work not performed by the **MAINTAINING AGENCY**, perform such work with its own forces or through contractors and seek reimbursement for the cost thereof from the **MAINTAINING AGENCY** if the **MAINTAINING AGENCY** fails to cure the non-performance within fourteen (14) days after written notice from **FDOT** of the non-performance; provided, however, that advance notice and cure will not be preconditions in the event of an emergency.

6. Force Majeure

Neither the **MAINTAINING AGENCY** nor **FDOT** will be liable to the other for any failure to perform under this Agreement to the extent such performance is prevented by an act of God, war, riots, natural catastrophe, or other event beyond the control of the non-performing party and which could not have been avoided or overcome by the exercise of due diligence; provided that the party claiming the excuse from performance has (a) promptly notified the other party of the occurrence and its estimated duration, (b) promptly remedied or mitigated the effect of the occurrence to the extent possible, and (c) resumed performance as soon as possible.

7. Miscellaneous

a. **FDOT** shall consider the employment by any contractor of unauthorized aliens a violation of Section 274A(e) of the Immigration and Nationality Act. If the contractor knowingly employs unauthorized aliens, such violation will be cause for unilateral cancellation of this Agreement.

b. The **MAINTAINING AGENCY** shall allow public access to all documents, papers, letters, or other material subject to the provisions of Chapter 119, Florida Statutes, and made or received by the **MAINTAINING AGENCY** in conjunction with this Agreement. Failure by the **MAINTAINING AGENCY** to grant such public access will be grounds for immediate unilateral cancellation of this Agreement by **FDOT**.

c. This Agreement constitutes the complete and final expression of the parties with respect to the subject matter hereof and supersedes all prior agreements, understandings, or negotiations with respect thereto. Without limiting the generality of the foregoing, this Agreement shall replace and supersede all prior agreements between **FDOT** and the **MAINTAINING AGENCY** with respect to maintenance of the lighting and/or lighting systems for the Facilities identified in Exhibit A.

d. This Agreement is governed by the laws of the State of Florida. Any provision hereof found to be unlawful or unenforceable are severable and will not affect the validity of the remaining provisions hereof.

e. All notices required pursuant to the terms hereof may be sent by first class United States Mail, facsimile transmission, hand delivery, electronic mail, or express mail and will be deemed to have been received by the end of five (5) business days from the proper sending thereof unless proof of prior actual receipt is provided. The **MAINTAINING AGENCY** must notify the local District of **FDOT** of the appropriate persons for notices to be sent pursuant to this Agreement. Unless otherwise notified in writing, notices must be sent to the following addresses:

MAINTAINING AGENCY:

Village of Palm Springs
226 Cypress Lane
Palm Springs, FL 33461

FDOT:

Florida Department of Transportation, District 4
District Maintenance Office
3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

f. **PUBLIC ENTITY CRIME INFORMATION STATEMENT**: A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid on a contract to provide any goods or services to a public entity, may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work, may not submit bids on leases of real property to a public entity, may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity, and may not transact business with any public entity in excess of the threshold amount provided in Section 287.017, Florida Statutes, for **CATEGORY TWO** for a period of thirty six (36) months from the date of being placed on the convicted vendor list.

g. An entity or affiliate who has been placed on the discriminatory vendor list may not submit a bid on a contract to provide any goods or services to a public entity, may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work, may not submit bids on leases of real property to a public entity, may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity, and may not transact business with any public entity.

h. By signing this agreement the Maintaining Agency certifies that it is not: (1) listed on the Scrutinized Companies that Boycott Israel List, created pursuant to Section 215.4725, F.S., (2) engaged in a boycott of Israel, (3) or listed on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, created pursuant to Section 215.473, Florida Statutes. For contracts involving $1,000,000 or more, if the Department determines the Maintaining Agency submitted a false certification under Section 287.135(5) of the Florida Statutes regarding the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, created pursuant to Section 215.473, Florida Statutes, or for contracts involving any amount, if the Maintaining Agency has been placed on the Scrutinized Companies that Boycott Israel List, or is engaged in a boycott of Israel, the Department shall either terminate the Contract after it has given the Maintaining Agency notice and an opportunity to demonstrate the Department's determination of false certification was in error pursuant to Section 287.135(5)(a) of the Florida Statutes, or maintain the Contract if the conditions of Section 287.135(4) of the Florida Statutes are met.

i. Nothing herein shall be construed as a waiver of either party's sovereign immunity.

j. **MAINTAINING AGENCY**:

1. shall utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the **MAINTAINING AGENCY** during the term of the contract; and

2. shall expressly require any subcontractors performing work or providing services pursuant to the state contract to likewise utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the subcontractor during the contract term.

3. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the Agreement term and following completion of the Agreement if the **Maintaining Agency** does not transfer the records to **FDOT**

4. Upon completion of the Agreement, transfer, at no cost, to **FDOT**, all public records in possession of the Consultant or keep and maintain public records required by **FDOT** to perform the service. If the Consultant transfers all public records to **FDOT** upon completion of the Agreement, the Consultant shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the Consultant keeps and maintains public records upon completion of the Agreement, the Consultant shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to **FDOT**, upon request from **FDOT's** custodian of public records, in a format that is compatible with the information technology systems of **FDOT**

5. Failure by the **Maintaining Agency** to comply with Chapter 119, Florida Statutes, shall be grounds for immediate unilateral cancellation of this Agreement by **FDOT**

IF THE MAINTAINING AGENCY HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE MAINTAINING AGENCY'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS AGREEMENT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT:

District 1
863-519-2623
D1prcustodian@dot.state.fl.us
Florida Department of Transportation
District 1 – Office of General Counsel
801 N. Broadway
Bartow, FL 33830

District 2
386-758-3727
D2prcustodian@dot.state.fl.us
Florida Department of Transportation
District 2 - Office of General Counsel
1109 South Marion Avenue, MS 2009
Lake City, FL 32025

District 3
850-330-1391
D3prcustodian@dot.state.fl.us
Florida Department of Transportation
District 3 - Office of General Counsel
1074 Highway 90 East
Chipley, FL 32428

District 4
954-777-4529
D4prcustodian@dot.state.fl.us
Florida Department of Transportation
District 4 – Office of General Counsel
3400 West Commercial Blvd.
Fort Lauderdale, FL 33309

District 5
386-943-5000
D5prcustodian@dot.state.fl.us
Florida Department of Transportation
District 5 – Office of General Counsel
719 South Woodland Boulevard
Deland, FL 32720

District 6
305-470-5453
D6prcustodian@dot.state.fl.us
Florida Department of Transportation
District 6 – Office of General Counsel
1000 NW 111 Avenue
Miami, FL 33172-5800

District 7
813-975-6491
D7prcustodian@dot.state.fl.us
Florida Department of Transportation
District 7 - Office of General Counsel
11201 N. McKinley Drive, MS 7-120
Tampa, FL 33612

Florida's Turnpike Enterprise
407-264-3170
TPprcustodian@dot.state.fl.us
Turnpike Enterprise Chief Counsel
Florida Turnpike – Office of General Counsel
Turnpike Mile Post 263, Bldg. 5315
Ocoee, FL 34761

Central Office
850-414-5355
COprcustodian@dot.state.fl.us
Office of the General Counsel
Florida Department of Transportation
605 Suwannee Street, MS 58
Tallahassee, Florida 32399-0458

8. Certification

This document is a printout of an **FDOT** form maintained in an electronic format and all revisions thereto by the **MAINTAINING AGENCY** in the form of additions, deletions, or substitutions are reflected only in an Appendix entitled “Changes to Form Document” and no change is made in the text of the document itself. Hand notations on affected portions of this document may refer to changes reflected in the above-named Appendix but are for reference purposes only and do not change the terms of the document. By signing this document, the **MAINTAINING AGENCY** hereby represents that no change has been made to the text of this document except through the terms of the Appendix entitled “Changes to Form Document."

You MUST signify by selecting one of the applicable options:

☐ No changes have been made to this Forms Document and no Appendix entitled "Changes to Form Document" is attached.

☐ No changes have been made to this Form Document, but changes are included on the attached Appendix entitled "Changes to Form Document."

IN WITNESS WHEREOF, the parties hereto have executed this Agreement effective the day and year first written.

MAINTAINING AGENCY

BY: (Signature) _____

(Printed Name: _____) Date: _____

(Printed Title: _____)

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

BY: (Signature) _____

(Printed Name: Paul A. Lampley, P.E.) Date: _____

(Printed Title: Director of Transportation Operations)

FDOT Legal Review

BY: (Signature) _____ Date: _____
Counsel

(Printed Name: Elizabeth S. Quintana)

Exhibit A
STATE HIGHWAY LIGHTING, MAINTENANCE, AND COMPENSATION AGREEMENT
For Fiscal Year 2026-2027

1.0 PURPOSE

This exhibit defines the method and limits of compensation to be made to the **MAINTAINING AGENCY** for the services described in this Agreement and method by which payments will be made.

2.0 FACILITIES

The lighting or lighting systems listed below, or in an attached spreadsheet, or other electronic form are included with this Agreement and represent the Facilities to be maintained by the **MAINTAINING AGENCY**:

1. See below spreadsheet
2. _____
3. _____
4. _____
5. _____
6. _____

3.0 COMPENSATION

For the satisfactory completion of all services detailed in this Agreement, **FDOT** will pay the **MAINTAINING AGENCY** the Total Sum as provided in Section 2 of the Agreement. The **MAINTAINING AGENCY** will receive one single payment at the end of each fiscal year for satisfactory completion of service.

The per-light unit rate shall increase by 3% each fiscal year. E.g., the per-light unit rate of $347.84 in fiscal year 2026 shall increase to $358.28 in fiscal year 2027.

Total Payment Amount for each fiscal year is calculated by inputting the actual number of qualifying types of lights into the table below and multiplying by the unit rate and ___%. Example: 330 (lights) x $_____ (unit rate) x 0.90 (90% requirement) = $ 0.00

Type of Light	# of lights	LED or HPS	Unit rate	0.00%	Total
High Mast		HPS	0.00	**0.00**	0.00
Standard		HPS	0.00	**0.00**	
Underdeck		HPS	0.00	**0.00**	0.00
Sign		HPS	0.00	**0.00**	0.00
High Mast		LED	0.00	**0.00**	0.00
Standard		LED	0.00	**0.00**	0.00
Underdeck		LED	0.00	**0.00**	0.00
Sign		LED	0.00	**0.00**	0.00

Village of Palm Springs

Section No.	City	State Road	Local Name	Mile Post		Side	Total No. of Poles	Type of Pole					Remarks
				From	To			Aluminum	Concrete	Wood	High Mast	Other	
93006000	Palm Springs	807	Congress Ave	2.078	4.388	E	92	32	2	58			
93006000	Palm Springs	807	Congress Ave	2.078	4.388	W	52	1	24	27			
93006000	Palm Springs	807	Congress Ave	4.388	5.462	W	50		1	49			
93006000	Palm Springs	807	Congress Ave	4.388	5.462	E	47		1	46			
93016000	Palm Springs	882	Forest Hill Blvd	5.633	7.641	S	45		19	26			
93016000	Palm Springs	882	Forest Hill Blvd	5.633	7.641	N	11		10	3			
93180000	Palm Springs	802	Lake Worth Road	Military Trail/ 5.677	Congress/ 7.193	N	96	48	1	47			
					Totals		**393**	81	58	256	0	0	

Village of Palm Springs

Executive Brief

AGENDA DATE: June 12, 2025

DEPARTMENT: Utilities

ITEM #8: Approve Work Authorization #1- CH-U03 - Vacuum Station No.2 Rehabilitation - Task Order No. 379 - Utilities Department – CHA Consulting, Inc.

SUMMARY: The Utilities Department is requesting the Village Council to approve Work Authorization #1 – CH-U03 at a cost not to exceed $177,833.42 to support all required professional engineering services and related tasks associated with Vacuum Station No. 2 Rehabilitation (Task Order No. 379) by CHA Consulting, Inc., the Village's contracted engineering firm.

Note: The Village issued a Request for Qualifications (RFQ) for Professional Engineering Services (RFQ #2024R-001 - Utility Engineering Services Continuing Contracts) in accordance with the Consultants Competitive Negotiation Act (CCNA) - Section 287.55, Florida Statutes.

Due to the age of the vacuum station, the current vacuum pumps and main control panel are near their end of life and are in need of upgrades in order to meet current standards and system demands. This project will incorporate building modifications to support vacuum pump upgrades to improve the hydraulic capacity of the vacuum station and all necessary electrical upgrades to support a new control panel.

The Village has worked with the proposed vendor previously and received excellent service and a quality product.

FISCAL IMPACT:

The Work Authorization with CHA Consulting, Inc., for the Vacuum Station No. 2 Rehabilitation (Task Order No. 379) will be funded from account No. 41336-56300 at a cost not to exceed $177,833.42. The FY2025 approved budget for this project is $450,000.

ATTACHMENTS:

1. Proposed Work Authorization #CH-U03 - Vacuum Station No. 2 Rehabilitation-CHA

May 5, 2025
X93562.000 (400-000.BD)

Mr. Paul Ward
Assistant Utilities Director
Village of Palm Springs
226 Cypress Lane
Palm Springs, FL 33461

Dear Mr. Ward:

Reference: Proposal for Engineering Services – Design and CEI Phases
Vacuum Pump Station No. 2 Rehabilitation
Task Order No. 400
Work Authorization No.: CH-U03

In accordance with your request, we are pleased to submit this proposal for providing engineering services for the above referenced project. This proposal includes:

1. Preparation of drawings and specifications (Design Phase).
2. Regulatory permitting (not applicable).
3. Assistance during bidding and contract award (Design Phase).
4. Construction Engineering and Inspection (CEI Phase).

The proposed scope of work for this project is attached as Task Order No. 400. Our proposed engineering service fees shall be as tabulated below:

PROJECT PHASE	FEE TYPE	PROPOSED FEE
Design	Lump Sum	$118,635.08
CEI	Hourly Not-to-Exceed	$59,198.34
Total Fee		$177,833.42

A breakdown of each above fee calculation is included as an attachment to the Task Order.

CHA Consulting looks forward to providing professional engineering services to the Village of Palm Springs on this rehabilitation project. If you have any questions or require additional information pertaining to the enclosed Task Order or the project in general, please do not hesitate to contact me.

Sincerely,

Douglas K. Hammann, P.E.
Encl.

VILLAGE OF PALM SPRINGS

CONSULTING SERVICE WORK UTHORIZATION

DATE : **May 5, 2025** VILLAGE RFQ. NO.: **2024R-001**

WORK AUTHORIZATION NO.: **CH-U03** FOR CONSULTING SERVICES

TASK ORDER (PROJECT) NO.: **379** G/L CODE: **41336-56300**

CHA Consulting, Inc. PROJECT NO.: **X93562.000**

PROJECT TITLE: **Vacuum Pump Station No. 2 Rehabilitation**

This Work Authorization, when executed, shall be incorporated in and shall become an integral part of the Agreement for Professional Services dated June 13, 2024 between the Village of Palm Springs ("VILLAGE"), and CHA Consulting, Inc. ("CONSULTANT") hereafter referred to as the Agreement.

I. PROJECT DESCRIPTION

The Vacuum Pump Station No. 2 Rehabilitation project will improve the existing process as follows:

A. Improvement of the hydraulic capacity of the pump station by the installation of a new continuous-run vacuum pump with the addition of three (3) variable frequency drives (VFD).
B. Design of HVAC system for the electrical room.
C. Replacement of two (2) existing sewage pumps in-kind.
D. Modification of the exterior face of the building by relocating the existing front door and replacing it with a new bay door to facilitate pump removal.
E. Structural design of addition to existing building for electrical room and vacuum pump room.
F. Modify and relocate vacuum pump skid to new addition of building. Modify vacuum piping to new location.
G. Electrical improvements for new structural addition and equipment.
H. Existing main control panel to be removed, replaced and relocated in the proposed electrical room.

II. SCOPE OF SERVICES

The following is a description of the services to be provided under this Task Order.

Design Phase

Task D1 – Project Administration/Management

This task focuses on the administration of the project including project setup, client interface, subconsultant management, general project management and contract administration.

Task D2 – Data Gathering and Preliminary Coordination/Information

This task focuses on obtaining the necessary preliminary information required to prepare detailed engineering plans and specifications.

A. Visit the site and review pertinent features that may impact design and/or construction. This will include field review, coordination, and confirmation proposed improvement locations.

B. Collect data available for existing facilities, including field conditions, existing facility record drawings and connection locations to existing mechanical and electrical.

C. Meet with VILLAGE staff to discuss and confirm the project requirements.

Task D4 – Drawings and Engineering

This task consists of the engineering and the development of plans necessary to construct this project.

A. Prepare detailed drawings for the proposed work discussed above. A tentative list of final design drawings to be developed for this project is presented in Attachment 1. Drawings will be prepared using drafting standards as developed by CONSULTANT.

Task D5 – Specifications Preparation

This task consists of the preparation of specifications necessary to construct this project.

A. Prepare technical specifications required for this project per CSI Divisions 1 through 16. A tentative list of specification sections to be prepared for this project is presented in Attachment 2.

Task D6 – Prepare Opinions of Probable Construction Cost (OPCC)

This task consists of the preparation of an opinion of probable construction cost this project.

A. Prepare 90%, and 100% (FINAL) opinions of probable construction cost for improvements proposed under this project.

Task D7 – Submit and Review (Quality Control)

CONSULTANT will make the following submittals at various completion levels of this project for the purpose of VILLAGE's review and comment for coordination and quality control. A review meeting will be requested following each submittal to discuss VILLAGE review comments. The VILLAGE's comments shall be incorporated into revisions prior to the next subsequent quality control submittal. Quality control submittals for this project are anticipated at the following completion levels:

A. 90% Drawings, Specifications and OPCC.

B. 100% Drawings, Specifications and OPCC.

The CONSULTANT will incorporate the agreed-upon revisions noted by VILLAGE. A total of two (2) meetings with VILLAGE is the level of effort for this Task.

Task D8 – Permit Preparation Assistance

This task consists of preparing the following permit application submittals:

A. No FDEP regulatory permits are anticipated. Work required is maintenance replacement per FAC 62-555.520.(1).(c).1. Notification to the FDEP Southeast per Rule will be provided.

Any additional regulatory permits required beyond the above will be considered as outside the scope of this proposal.

Building permits (where applicable) during construction are to be obtained by Contractor per the contract documents.

Task D9 – Bidding Assistance Services

CONSULTANT shall:

A. Assist VILLAGE Clerk's Office with preparation of the VILLAGE Standard Bidding and Contract Documents, by providing project specific information.

B. Review the Standard Bidding and Contract Documents prepared by VILLAGE and confirm coordination with project technical specifications and drawings.

C. Assist VILLAGE with bid advertisement, by providing electronic drawings and technical specifications.

D. Attend pre-bid meeting and provide VILLAGE with meeting notes. Pre-bid meeting minutes shall be prepared and distributed by VILLAGE.

E. Review and respond to Bidder questions. CONSULTANT shall provide responses to VILLAGE. VILLAGE shall distribute responses to Bidders. When responses require written addenda, CONSULTANT shall prepare and submit information to VILLAGE. VILLAGE shall finalize and distribute all addenda.

F. CONSULTANT shall attend bid opening.

Task D10 – Bid Evaluation and Recommendation of Award Assistance

CONSULTANT shall:

A. Review and evaluate bids received.

B. Review VILLAGE tabulation of bids received.

C. Assist VILLAGE with confirmation of Bidder references.

D. Prepare a recommendation of award letter and submit to VILLAGE.

Construction Engineering and Inspection Phase

Task C1 – Project Administration/Management

This task focuses on the administration of the project including project phase setup, client interface, subconsultant management, general project management and contract administration.

The construction engineering and inspection phase including project closeout is estimated to be 270 calendar days.

Task C2 – Preconstruction Activities Prior to the Notice to Proceed

After issuance of a Notice of Award by VILLAGE, CONSULTANT will:

A. Assist VILLAGE in the preparation, execution and distribution of the Contract Documents.

B. Coordinate, attend, preside over and prepare minutes of the preconstruction conference.

C. Assist Contractor in finalizing the building permits required for the construction of this project by providing the required number of signed/sealed drawing sets, for Contractor's building permit application submittal.

Task C3 – Consult and Advise

CONSULTANT shall provide technical advice and assistance to VILLAGE during the construction period and provide necessary interpretations and clarifications of the Contract Documents as required by VILLAGE or Contractor by responding to RFI's or other documentation. Twenty (20) RFIs is the estimated level of effort for this task.

Task C4 – Review Shop Drawings/Submittals

Review Shop Drawings and samples, the results of tests and inspections, and other data submitted by the Contractor in accordance with the Contract Documents. A total of twenty (20) submittals is the estimated basis for this item's budget.

Task C5 – Review Pay Requests and Schedules

Review estimated nine (9) monthly pay requests and make recommendations for payment to

VILLAGE. Monthly pay requests will be reviewed in the field and an agreement reached between the Contractor, VILLAGE's project representative(s), and the CONSULTANT prior to formal submittal to VILLAGE for payment. Review the Contractor's preliminary and monthly progress schedules through project completion.

Task C6 – Perform Periodic and Milestone Inspections

CONSULTANT will :

A. Make periodic site visits at intervals appropriate to the various stages of construction to observe the work, determine conformity with the plans and specifications, and compliance with the construction permits (where applicable).

B. Site visits for equipment and systems commissioning and startup.

   It is anticipated that there will be a total of five (5) periodic site visits.

CONSULTANT will:

A. Perform inspections to determine that the project has achieved substantial completion.

B. Perform inspections to determine the works readiness for final acceptance and that the work has been completed in general conformance with the Contract Documents.

C. Perform inspections to certify completion of construction to permitting agencies requirements, where applicable.

   Two (2) such site visits are anticipated.

Task C7 – Progress Meetings

CONSULTANT shall attend six (6) monthly construction related progress meetings. CONSULTANT shall schedule, preside over, and generate/distribute minutes of these meetings. The purpose of these meetings is to formally coordinate the activities of the CONTRACTOR and VILLAGE; resolve conflicts and to review work progress and procedures required to satisfactorily complete the work.

Task C8 – Contract Modifications

CONSULTANT shall develop the necessary data, notes and clarification drawings required to prepare contract modification(s) to reflect adjustments to the construction project. One (1) contract modification incorporating a total of four (4) items, is the estimated basis for this budget item.

Task C9 – Project Closeout

CONSULTANT shall:

A. Review Contractor's field as-built drawing information which shows the work as it was constructed.

B. Prepare record drawings based on Contractor's field data.

C. Prepare and submit record documents to VILLAGE.

D. Prepare and submit other closeout documentation as specified in the contract documents.

E. Attend the final project reconciliation meetings with VILLAGE and Contractor

Task C10 – Regulatory/Permitting Agency Documentation and Project Closeout Submittals

Project services in connection with preparing acknowledgment of Final Completion construction submittals with record drawings to the following agencies:

A. Village of Palm Springs Building Department. (CONSULTANT shall assist Contractor by providing signed and sealed Record Drawings at Contractor's request.)

Task C11 – Special Services

CONSULTANT shall provide special services during construction consisting of the following items:

Resident Services

To monitor that project is constructed in general conformance with the Contract Documents CONSULTANT shall provide project observation consisting of the following:

A. Periodic on-site observations of the Contractor's performance. The limits of the authority of the on-site representative are as defined within the Construction Contract Documents. The observations shall include:

1. Observe any tests and review the results of tests required of the Contractor by the Contract Documents.

2. Observe the placement of reinforcing steel and all concrete pours. Observe the construction of all piping and equipment placement.

3. Assist with commissioning, startup and check out the operation of all new equipment and control systems.

4. Assist in the development of punch lists in conjunction with the milestone inspections to determine if the project has achieved Substantial and Final Completion and that the work has been completed in general conformance with the Contract Documents.

5. To estimate the efforts of the CONSULTANT's project representative, it is anticipated that a person would need to visit the project site twenty-eight (28) times, approximately 2 hours per visit.

III. DELIVERABLES

Project deliverables shall be in accordance with Attachment 4.

IV. SCHEDULE

Upon receipt of Notice-To-Proceed the CONSULTANT will complete the services identified in this Work Authorization within the schedule outlined in Attachment 3.

* The schedule is based upon conducting a review meeting within X calendar days after the Village receives the design submittal. All review comments shall be provided to Consultant within X calendar days after the Village receives the submittal. An adjustment to the overall schedule will be required in the event the review meeting takes longer to be conducted and/or obtaining comments takes longer to receive.

V. COMPENSATION AND PAYMENT

The CONSULTANT will perform the Design Phase tasks as outlined in the scope of services for the Lump Sum Fee of $118,635.08 as outlined in Table 1, below, and further detailed in Attachment 5.

Table 1 Design Phase Budget Summary

Description	Total
D1 – Project Administration/Management	$5,783.00
D2 – Data Gathering and Preliminary	$2,436.00
D3 – Prepare Basis of Design Memorandum – N/A	N/A
D4 – Drawings and Engineering	$53,283.00
D5 – Specifications Preparation	$5,290.00
D6 – Prepare Opinions of Probable Construction Cost	$2,764.00
D7 – Submit and Review (Quality Control)	$4,668.00
D8 – Permit Preparation Assistance – N/A	N/A
D9 – Bidding Assistance Services	$1,691.00
D10 – Bid Evaluation and Recommendation of Award	$1,634.00
Reimbursable Expenses and Subconsultants	$41,086.08
TOTAL	$118,635.08

CONSULTANT's services during Design phase will be billed monthly as a percentage of project completion.

The CONSULTANT will perform the Construction Engineering and Inspection Phase tasks as

outlined in the scope of services for the Estimated Not-to-Exceed Fee of $ $59,198.34as outlined in Table 2, below, and further detailed in Attachment 6.

Table 2 Construction Engineering and Inspection Phase Budget Summary

Description	Total
C1 – Project Administration/Management	$3,039.00
C2 – Preconstruction Activities Prior to Notice to Proceed	$3,686.00
C3 – Consult and Advise	$3,044.00
C4 – Review Shop Drawings/Submittals	$5,991.00
C5 – Review Pay Requests and Schedules	$3,418.00
C6 – Perform Periodic and Milestone Inspections	$5,628.00
C7 – Progress Meetings	$5,026.00
C8 – Contract Modifications	$2,210.00
C9 – Project Closeout	$5,656.00
C10 – Regulatory/Permitting Agency Project Closeout	$1,838.00
C11- Special Services	$7,616.00
Reimbursable Expenses and Subconsultants	$12,046.34
TOTAL	$59,198.34

CONSULTANT's services during Construction Engineering and Inspection phase will be billed at the hourly rates specified in the First Amendment to Professional Services Agreement (Engineering Services) dated May 22, 2024 for personnel working directly on the project plus direct expenses in connection therewith, not to exceed the above total fee without prior VILLAGE Council approval. CONSULTANT will submit monthly invoices payable by person, hours worked, and hourly rates, plus direct expenses for these engineering services. CONSULTANT reserves the right to reallocate funds from task to task when needed for proper completion of the project. Any unused portion of the total estimated not-to-exceed fee will not be billed to the VILLAGE.

VI. ASSUMPTIONS

DATA OR ASSISTANCE TO BE PROVIDED BY VILLAGE:

A. Provide available copies of existing record drawings for all water facilities impacted in the project areas.

B. Provide WTP operational data related to the project scope.

C. Assist with field verification of existing underground and above ground utilities and facilities, as requested.

D. Assist with regulatory agencies, and payment of all permit fees.

E. Attendance at project meetings.

F. Provide general project review, where required.

G. Prepare and provide VILLAGE Standard Bidding and Contract Documents.

H. VILLAGE Project Representative Services (Part time when CONSULTANT's representative is not on site.)Services which will be provided by the VILLAGE resident project representative will include the following:

1. Monitor that project is constructed in conformance with the Contract Documents.

2. Make periodic on-site field observations of the Contractor's performance. The limits of the authority of the on-site representative are as defined within the Contract Documents.

3. Observe field tests and review the results of tests required by the Contract Documents.

4. Assist in the development of punch lists in conjunction with the milestone inspections to determine if the project has achieved Substantial and Final Completion and that the work has been completed in general conformance with the Contract Documents.

5. Provide written daily reports of Contractor activity to the CONSULTANT in format provided by the CONSULTANT.

6. Provide photographs of the work during construction showing typical construction progress.

7. Keep the CONSULTANT informed of any changes which need to be made and assist CONSULTANT with the change decision.

8. Be present at all required times for permit compliance.

TASK ORDER DOES NOT INCLUDE PROVISION OF THE FOLLOWING ITEMS:

A. Preparation of permit submittal application(s) to the Village of Palm Springs Building Department.

B. A hydraulic analysis of the existing vacuum system or the hydraulic analysis of the additional vacuum pump to the system.

C. Design or evaluation of existing sewage pump system.

D. Any expert witness or testimony services.

E. Payment of Permit fees.

F. Surveying Services.

G. Services not specifically indicated in this Task Order.

(Remainder of this page left blank intentionally)

VII. AGREEMENT REFERENCE

The work authorized under this Work Authorization shall be performed under the terms and conditions described within the Professional Services Agreement dated June 13, 2024, by and between the Village of Palm Springs ("VILLAGE") and CHA Consulting, Inc. ("CONSULTANT"). Compensation shall not exceed the hourly rates currently in effect under this Agreement.

CHA CONSULTING, INC.

By: _____

Print Name: Arnelio Alfonso, P.E.

Title: Project Team Leader

VILLAGE OF PALM SPRINGS

By: _____

Date: _____

Village Attorney's Office

Approved as to form and legality

By: _____

(Required if over $25,000)

ATTACHMENT 1

TENTATIVE LIST OF DRAWINGS

Drawings Sheet No.	Title
General	
G-01	Cover Sheet
G-02	Index to Drawings and Project Location/Work Area Map
G-03	General Notes, Legends and Symbols
G-04	Abbreviations
G-05	Mechanical Legends and Symbols
G-06	Architectural and HVAC Legends
G-07	Process and Instrumentation Legend (Sheet1)
G-08	Process and Instrumentation Legend (Sheet2)
G-09	Design Criteria
Site Improvements	
SP-01	Site Plan
P-01	Paving, Grading and Drainage Plan
D-01	Details
Architectural	
A-00	VPS – Life Safety Plan
A-01	VPS – Architectural Floor Plan
A-02	VPS – Architectural Roof Plan
A-03	VPS – Architectural Roof Elevations (West and South)
A-04	VPS – Architectural Roof Elevations (North and East)
A-05	Finish Schedules
A-06	Finish Schedules and Notes
A-07	Door and Hardware, and Window Schedules
AD-01	Standard Details - Architectural
AD-02	Standard Details - Architectural
AD-03	Standard Details - Architectural
Structural	
S-01	Structural Notes and Design Criteria (Sheet 1)
S-02	Structural Notes and Design Criteria (Sheet 2)
S-03	VPS – Slab on Grade Foundation Plan
S-04	VPS – Structural Floor Plan
S-05	VPS – Roof Plan
S-06	VPS – Structural Building Sections
S-07	VPS – Structural Wall Sections
S-08	VPS – Structural Elevations – Exterior
S-09	VPS – Structural Details – Specific
SD-01	Standard Details – Structural
SD-02	Standard Details – Structural
SD-03	Standard Details – Structural
Mechanical	
M-01	Piping Schedule and General Mechanical Notes
M-02	VPS – Mechanical Floor Plan
M-03	VPS – Mechanical Sections and Details
M-04	VPS – HVAC Floor Plan
M-05	HVAC Schedules and Notes

M-06	HVAC Details
MD-01	Standard Details - Mechanical
MD-02	Standard Details - Mechanical
MD-03	Standard Details - Mechanical
Process and Instrumentation	
I-01	Process and Instrumentation (Sheet 1)
I-02	Process and Instrumentation (Sheet 2)
ID-01	Standard Details – Instrumentation and Controls
Electrical	
E-01	Electrical Notes, Abbreviations and Legends
E-02	VPS – Electrical Equipment Plan
E-03	VPS – Lighting and Receptacle Plan
E-04	VPS – Grounding Plan
E-05	VPS – Lightning Protection Plan
E-06	Primary One-line Diagram
E-07	MCP One-line Diagram - Power
E-08	MCP One-line – I&C
E-09	Main Control Panel (MCP) (Sheet 1)
E-10	Main Control Panel (MCP) (Sheet 2)
E-11	Main Control Panel (MCP) (Sheet 3)
E-12	Panel Board Schedules
ED-01 to ED-02	Standard Details - Electrical

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ATTACHMENT 2

TENTATIVE LIST OF SPECIFICATIONS

SECTION NO.	TITLE
PART 1	**BIDDING REQUIREMENTS**
	By VILLAGE
PART 2	**CONTRACT FORMS**
	By VILLAGE
PART 3	**CONTRACT CONDITIONS**
	By VILLAGE
PART 4	**SPECIFICATIONS[1]**
Division 1	**General Requirements**
01005	General Requirements
01010	Summary of Work
01050	Field Engineering
01300	Submittals
01400	Quality Control
01500	Construction Facilities and Temporary Controls
01720	Project Record Documents
01730	Operation and Maintenance Data
Division 2	**Site Construction**
02200	Earthwork
02500	Restoration and Cleanup
02510	Asphaltic Pavement and Base
02630	Concrete Sidewalks, Drives, and Curbs
Division 3	**Concrete**
03100	Formwork
03200	Concrete Reinforcement
03251	Expansion and Construction Joints
03300	Concrete
03600	Grout
Division 4	**Masonry**
04100	Mortar
04220	Concrete Masonry Unit
Division 5	**Metals**
05500	Fabricated Metalwork and Castings
05520	Handrail and Railings
Division 7	**Thermal and Moisture Protection**
07200	Insulation
07230	Vapor Barrier
07411	Standing Seam Metal Rood System

07600	Roof System and Accessories
07900	Sealants
Division 8	**Doors and Windows**
08120	Aluminum Doors and Frames
08330	Steel Rollup Doors
08520	Aluminum Windows
08710	Finish Hardware
Division 9	**Finishes**
09201	Portland Cement Plaster
09900	Protective Coatings
Division 10	**Specialties**
10999	Miscellaneous Building Specialties
Division 13	**Special Construction**
13701	Vacuum System Process Instrumentation and Controls
Division 14	**Conveying Systems**
Division 15	**Mechanical**
15400	Plumbing
15481	Vacuum Sewer System Pump Station and Accessories
15801	Ductless Air Conditioning Split System
15830	Roof and Wall Ventilators
Division 16	**Electrical**
16000	Electrical General Requirements
16050	Basic Materials and Methods
16110	Lightning Protection
16160	Panelboards

Notes:

[1] Divisions not listed are not required.

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ATTACHMENT 3

PRELIMINARY PROJECT SCHEDULE[1]

Activity	**Duration (Days)**	**Cumulative Time (Days from NTP)**
Authorization to Proceed	0	0
Preliminary Matters and Data Gathering	14	14
Submit 90% Drawings and Specifications	90	104
Receive VILLAGE 90% Review Comments	14	118
Submit 100% Final Drawings and Specifications	30	148
Permitting	00	148
Bidding Coordination	14	162
Bidding and Award	90	252
Construction (Final Completion)	240	492
Project Closeout	30	522

Notes:

[1] Detailed schedule will be provided upon receipt of authorization to proceed and will include specific submittal dates.

ATTACHMENT 4

LIST OF PROJECT DELIVERABLES

DESIGN PHASE

A. 90% Design Submittal

1. One (1) set of 11" x 17" Drawings, 90% complete (electronic submittal).
2. One (1) set of Specifications, 90% complete (electronic submittal).
3. One (1) 90% Completion Estimate of Probable Construction Cost (electronic submittal).

B. 100% FINAL Design Submittal

1. One (1) set of 11" x 17" Drawings, 100% complete (electronic submittal).
2. One (1) set of Specifications, 100% complete (electronic submittal).
3. One (1) 100% Completion Estimate of Probable Construction Cost (electronic submittal).

C. Permit Application/Final Design Submittal

1. Not Applicable

D. Bid Coordination Submittal

1. One (1) set of 11" x 17" Drawing Final, bid ready (electronic).
2. One (1) set of Specifications Final, bid ready (electronic).
3. One (1) Final Completion Estimate of Probable Construction Cost (electronic).

BIDDING SERVICES

A. Bid Documents

1. Three (3) paper sets of 11” x 17” bid drawings and specifications for VILLAGE’s use during project bid phase.
2. Electronic Copy of Bid Documents for Bid Publication by VILLAGE.

B. Pre-Bid

1. CONSULTANT will assist by providing electronic documents as requested. Reproduction and distribution of pre-bid documentation by VILLAGE.
2. Pre-bid Meeting Minutes Information.
3. Addenda Information when requested by the VILLAGE.

C. Post Bid

1. CONSULTANT will assist by providing electronic documents as requested. Reproduction and distribution of post-bid documentation by VILLAGE.
2. Bid tabulation.
3. CONSULTANT Recommendation of Award Letter.

CONSTRUCTION PHASE

A. Pre-Construction
   1. Three (3) sets of 22” x 34” signed/sealed drawings and specifications for Contractor's Building Permit Submittal.
   2. Three (3) sets of drawings (11" x 17") and specifications for VILLAGE's use during construction.
   3. Three (3) sets of drawings (11" x 17") and specifications for Contractor's use during construction.
   4. Three (3) sets of drawings (11" x 17") and specifications for Sub-Consultant's use during construction.
   5. Pre-construction conference meeting agenda and minutes.

B. Shop Drawings
   1. Copies of accepted and final shop drawings.

C. Construction Inspection
   1. Site visit reports will be provided for each site visit in accordance with Task(s) C6 and C11 of this Task Order.

D. Progress Meetings
   1. Copies of all project meeting minutes.

E. Contract Modifications
   1. Copies of all completed contract modifications.

F. Pay Requests
   1. Copies of reviewed and approved partial and final pay request applications.

G. Record Drawings and Project Closeout Documents
   1. Two (2) 11” x 17” paper sets of record drawings. One (1) signed and sealed.
   2. E-transmittal of record drawings in .pdf and ACAD formats.
   3. Other project closeout documents per this Task Order or as specified in the Contract Documents.

H. Commissioning and Startup Reports.

1. Copies of all equipment commissioning and startup reports per Specifications.

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VILLAGE OF PALM SPRINGS

VACUUM PUMP STATION NO. 2 REHABILITATION
TASK ORDER NO. 400
ATTACHMENT 5

DATE: May 5, 2025

I. PROJECT DESIGN SERVICES DIRECT LABOR

	TASK DESCRIPTION	PERSONNEL											
		Principal	Engineer 8	Engineer 5	Engineer 3	Engineer 2	Engineer 1	Technician 4	Technician 3	Technician 2	Resident	Administrative	
D1	Project Administration / Management	4	0	17	0	0	0	0	0	0	0	13	$5,783.00
D2	Data Gathering and Preliminary Coordination/Information		0	4	4	0	8		0		0		$2,436.00
D3	Not Used												$0.00
D4	Drawings and Engineering	9	15	0	60	0	0	0	240	0	0	0	$53,283.00
D5	Specification Preparartion	0	8	0	0	0	14	0	0	0	0	14	$5,290.00
D6	Prepare Opinions of Probable Construction Cost (OPCC)	2	0	0	4	0	12	0	0	0	0	0	$2,764.00
D7	Submit and Review (Quality Control)	4	4	0	8	0	0	0	8	0	0	0	$4,668.00
D8	Not Used												$0.00
D9	Bidding Assistance Services	1	1	0	2	0	4	0	2	0	0	0	$1,691.00
D10	Bid Evaluation and Recommendation of Award Assistance	1	2	0	2	0	4	0	0	0	0	0	$1,634.00
D11	Not Used												$0.00
D12	Not Used												$0.00
	Total Hours	21	30	21	80	0	42	0	250	0	0	27	
	Rate	$292.00	$257.00	$195.00	$152.00	$138.00	$131.00	$172.00	$157.00	$132.00	$136.00	$100.00	
	Sub-Total Labor	$6,132.00	$7,710.00	$4,095.00	$12,160.00	$0.00	$5,502.00	$0.00	$39,250.00	$0.00	$0.00	$2,700.00	
		TOTAL DESIGN PHASE DIRECT LABOR									$77,549.00		$77,549.00

II. REIMBURSABLE EXPENSES DESIGN PHASE

EXPENSE ITEM	EXPENSE TYPE	UNIT	NO. OF UNITS	COST PER UNIT	TOTAL COST
1	REPRODUCTION				
	Half Size drawings (11"x17")	EA	6	$30.00	$180.00
	Full Size drawings (22"x34")	EA	4	$81.00	$324.00
	Specification Booklets	EA	4	$0.00	$0.00
	Prepare CD's (Bid Documents)	EA	0	$10.00	$0.00
2	PHOTOCOPIES	EA	50	$0.20	$10.00
3	PLOTTING				
	22 X 34 (SET UP)	EA	60	$0.00	$0.00
	11 X 17 (SET UP)	EA	120	$0.00	$0.00
4	TRAVEL				
	MILEAGE	MILE	204	$0.770	$157.08
	TOLLS	TRIP	3	$0.00	$0.00
	HOTEL AND MEALS	DAY	0	$0.00	$0.00
5	SUBCONSULTANTS				
	SURVEY	LS	0	$0.00	$0.00
	ELECTRICAL	LS	1	$14,820.00	$14,820.00
	STRUCTURAL	LS	1	$22,595.00	$22,595.00
	GEOTECHNICAL	LS	1	$3,000.00	$3,000.00
	I & C PROGRAMMER	LS	0	$0.00	$0.00
	SITE PLANNER	LS	0	$0.00	$0.00
	SOFT DIGS	LS	0	$0.00	$0.00
			TOTAL DESIGN PHASE EXPENSES		$41,086.08

1/2 size per sheet = $ 0.50
Full size per sheet = $ 1.35
Spec per sheet = $ 0.10

GRAND TOTAL	$118,635.08
USE	$118,635.08

VILLAGE OF PALM SPRINGS

VACUUM PUMP STATION NO. 2 REHABILITATION
TASK ORDER NO. 400
ATTACHMENT 6

I. CEI SERVICES DIRECT LABOR *DATE:* May 5, 2025

	TASK DESCRIPTION	PERSONNEL											
		Principal	Engineer 8	Engineer 5	Engineer 3	Engineer 2	Engineer 1	Technician 4	Technician 3	Technician 2	Resident	Administrative	
C1	Project Administration/Management	2		9	0				0			7	$3,039.00
C2	Preconstruction Activities Prior to Notice to Proceed	3		4	8				2			5	$3,686.00
C3	Consult and Advise	2		2	5		10						$3,044.00
C4	Review Shop Drawings/Submittals	3		5	10		20						$5,991.00
C5	Review Pay Requests and Schedules				5		18					3	$3,418.00
C6	Perform Periodic and Milestone Inspections	3		8	21		0						$5,628.00
C7	Progress Meetings			18	8							3	$5,026.00
C8	Contract Modifications	2		2	4				4				$2,210.00
C9	Project Closeout	2		2	4		8		18			2	$5,656.00
C10	Regulatory/Permitting Agency Documentation and Project Closeout Submittals	1			4		4		2			1	$1,838.00
C11	Special Services										56		$7,616.00
C12	Not Used												$0.00
	Total Hours	18	0	50	69	0	60	0	26	0	56	21	
	Rate	$292.00	$257.00	$195.00	$152.00	$138.00	$131.00	$172.00	$157.00	$132.00	$136.00	$100.00	
	Sub-Total Labor	$5,256.00	$0.00	$9,750.00	$10,488.00	$0.00	$7,860.00	$0.00	$4,082.00	$0.00	$7,616.00	$2,100.00	
									TOTAL DIRECT LABOR		$47,152.00		$47,152.00

II. REIMBURSABLE EXPENSES

EXPENSE ITEM	EXPENSE TYPE	UNIT	No. OF UNITS	COST PER UNIT	TOTAL COST
1	REPRODUCTION				
	Half Size Drawings (11" x 17")	EA	9	$30.00	$270.00
	Full Size Drawings (22" x 34")	EA	3	$81.00	$243.00
	Specification Booklets	EA	9	$125.00	$1,125.00
	Digital Drawings Production	SET	2	$0.00	$0.00
2	PHOTOCOPIES	EA	0	$0.20	$0.00
3	PLOTTING				
	22 X 34 (SET UP)	EA	0	$0.00	$0.00
	11 X 17 (SET UP)	EA	60	$0.00	$0.00
4	TRAVEL				
	MILEAGE	MILE	2,952	$0.770	$2,273.04
	TOLLS	EA	41	$3.30	$135.30
5	SUBCONSULTANTS				
	SURVEY	LS	0	$0.00	$0.00
	ELECTRICAL	LS	1	$4,000.00	$4,000.00
	STRUCTURAL	LS	1	$4,000.00	$4,000.00
	GEOTECHNICAL	LS	0	$0.00	$0.00
	ARCHITECTURAL	LS	0	$0.00	$0.00
	HVAC	LS	0	$0.00	$0.00
				TOTAL EXPENSES	$12,046.34

GRAND TOTAL	$59,198.34
USE	$59,198.34

Village of Palm Springs

Executive Brief

AGENDA DATE: June 12, 2025

DEPARTMENT: Utilities

ITEM #9: Approve Change Order #1 (Task Order No. 262) – Final Reconciliation-Well No. 9 Reconstruction – Florida Design Drilling, LLC

SUMMARY: The Utilities Department requests a final reconciliation and change order with Florida Design Drilling, LLC, to reflect a contract price reduction due to unused quantities from the original bid and removing the electrical tie-in to the FPL service drop. The delay in completion is due to modifications encountered during the drilling process, additional well development efforts, and changes to the electrical layout.

Proposed Adjustments:

- Contract price: Decrease from $1,341,275.00 to $1,243,037.27 (7% reduction of $98,237.73)
- Contract time: Extended by 25 days, adjusting the completion date from May 26, 2025, to June 20, 2025

FISCAL IMPACT:

Contract price: Decrease from $1,341,275.00 to $1,243,037.27 (7% reduction from $98,237.73)

ATTACHMENTS:

1. CO#1 - Final Reconciliation - Well No 9 Reconstruction-Florida Design Drilling LLC

Change Order No. #001

Date of Issuance: 6/20/25 | Effective Date: 6/20/25

Owner: Village of Palm Springs | Owner's Task Order No.: #262

Contractor: Florida Design Drilling, LLC | Project Bid No. (ITB #): 2024B-003

Engineer: Holtz Consulting Engineers, Inc. | Engineer's Project No.:

Project: Reconstruction of Surficial Aquifer Well No. 9 | NTP: 4/29/24

The Contract is modified as follows upon execution of this Change Order:

Description: Change in contract price to reconcile unused quantities for original contract bid items.
Change in contract price due to removal of electrical tie-in to FPL service-drop.
Change in contract substantial completion time due to modifications made to well construction details during drilling, additional well development time, and electrical layout during the course of construction.

Attachments: Change Order Reconciliation, Cost Proposal No. 2

CHANGE IN CONTRACT PRICE	CHANGE IN CONTRACT TIMES *[note changes in Milestones if applicable]*
Original Contract Price: $ 1,341,275.00	Original Contract Times: 360 Days / 390 Days Substantial Completion: 4/24/2025 Ready for Final Payment: 5/26/2025 dates
[Select] from previously approved Change Orders No. 0 to No. 0: $ 0.00	[Select] from previously approved Change Orders No. 0 to No. 0: Substantial Completion: 0 Ready for Final Payment: 0 days
Contract Price prior to this Change Order: $ 1,341,275.00	Contract Times prior to this Change Order: Substantial Completion: 4/24/2025 Ready for Final Payment: 5/26/2025 dates
Decrease of this Change Order: $ 98,237.73	[Select] of this Change Order: Substantial Completion: 25 Ready for Final Payment: 25 days
Contract Price incorporating this Change Order: $ 1,243,037.27	Contract Times with all approved Change Orders: Substantial Completion: 5/19/2025 Ready for Final Payment: 6/20/2025 dates

RECOMMENDED:	ACCEPTED:	ACCEPTED:
By: Robert H Barron III (Digitally signed by Robert H Barron III, DN: CN=Robert H Barron III, dnQualifier=A0141OD000018F8339ABE30008A72B, C=HOLTZ CONSULTING ENGINEERS, C=US, Date: 2025.05.13 10:03:52-04'00')	By:	By: Jeffrey Holst (Digitally signed by Jeffrey Holst Date: 2025.05.13 11:06:57 -04'00')
Engineer (if required)	Owner (Authorized Signature)	Contractor (Authorized Signature)
Title: Associate Engineer	Title Mayor	Title Senior Vice President
Date: 5/13/25	Date 06/12/25	Date 5/13/25

Approved by Funding Agency (if applicable)

By: _____ Date: _____

Title: _____

The CONTRACTOR and the OWNER agree that this CHANGE ORDER represents the complete agreement of the parties with respect to these matters as of the date of this CHANGE ORDER. By approving this Change Order, the CONTRACTOR releases any and all claims that it may have against the OWNER under the subject contract including, but not limited to claims for equitable adjustments, which occurred or accrued prior to the effective date of this CHANGE ORDER except those claims made in writing to the OWNER prior to the effective date of this CHANGE ORDER. The effective date of this Change Order is the date it is approved by the OWNER.

This Change Order may be executed in counterparts and is not effective until approved by either the Village Manager or Village Council (as designated on the second page of this Change Order).

_____
Contractor Initial

IN WITNESS WHEREOF, the OWNER/VILLAGE has approved this Change Order No. #004 to the Reconstruction of Surficial Aquifer Well No. 9 Project.

VILLAGE OF PALM SPRINGS, FLORIDA

By: _____

ATTEST:

_____
Kimberly Wynn, Village Clerk

Approved as to form and legal sufficiency:

_____
Christy Goddeau, Village Attorney

Village of Palm Springs - Reconstruction of Surficial Aquifer Well 9 - Change Order Reconciliation

Item No.	Description of Work Item	Unit	Unit Price	Contract Qty	Contract Value	Actual Quantity Installed	Final Contract Value	Difference
1	GENERAL CONDITIONS, BONDS, AND INDEMNIFICATION	LS	$65,000.00	1	$ 65,000.00	1.00	$ 65,000.00	$0.00
2	MOBILIZATION/DEMOBILIZATION	LS	$100,000.00	1	$ 100,000.00	1.00	$ 100,000.00	$0.00
3	PERFORM PRELIMINARY WELL VIDEO LOGGING (STATIC, DYNAMIC) WITH CAPACITY TESTING	LS	$15,000.00	1	$ 15,000.00	1.00	$ 15,000.00	$0.00
4	DRILL NOMINAL 6-INCH DIAMETER PILOT HOLE TO 200 FEET	LS	$50,000.00	1	$ 50,000.00	1.00	$ 50,000.00	$0.00
5	PULL EXISTING PUMP, MOTOR, WELLHEAD, APPURTANANCES	LS	$50,000.00	1	$ 50,000.00	1.00	$ 50,000.00	$0.00
6	REMOVE SURFACE CASING, OUTER CASING, INNER CASING, AND SCREEN USING OVERDRILL METHOD; BACKFILL BOREHOLE WITH GRAVEL	LS	$200,000.00	1	$ 200,000.00	1.00	$ 200,000.00	$0.00
7	FURNISH, INSTALL, AND GROUT 30-INCH DIAMETER STEEL SURFACE CASING TO 40 FT	FT	$3,000.00	40	$ 120,000.00	40.00	$ 120,000.00	$0.00
8	DRILL A NOMINAL 28-INCH DIAMETER BOREHOLE USING MUD ROTARY METHOD	FT	$450.00	60	$ 27,000.00	83.00	$ 37,350.00	$10,350.00
9	PERFORM GEOPHYSICAL LOGGING FOR CASING INSTALLATIONS	EA	$7,250.00	2	$ 14,500.00	1.00	$ 7,250.00	-$7,250.00
10	FURNISH AND INSTALL 24-INCH DIAMETER SCH. 40 PVC CASING	FT	$250.00	100	$ 25,000.00	123.00	$ 30,750.00	$5,750.00
11	CEMENT GROUT 24-INCH DIAMETER SCH. 40 PVC CASING IN PLACE	94 LB SKS	$20.00	320	$ 6,400.00	350.00	$ 7,000.00	$600.00
12	DRILL A NOMINAL 22-INCH DIAMETER BOREHOLE USING REVERSE AIR METHOD	FT	$250.00	80	$ 20,000.00	24.00	$ 6,000.00	-$14,000.00
13	FURNISH AND INSTALL 16-INCH DIAMETER 316 STAINLESS STEEL WELL SCREEN	FT	$350.00	80	$ 28,000.00	51.82	$ 18,137.00	-$9,863.00
14	FURNISH AND INSTALL 16-INCH DIAMETER SDR-17 JOHNSON WELL RISER CASING	FT	$250.00	100	$ 25,000.00	0.00	$ -	-$25,000.00
15	FURNISH AND INSTALL WELL GRAVEL PACK	CF	$7.50	650	$ 4,875.00	0.00	$ -	-$4,875.00
16	PERFORM AIRLIFT WELL DEVELOPMENT	HR	$200.00	50	$ 10,000.00	102.00	$ 20,400.00	$10,400.00
17	OPTIONAL: WELL ACIDIZATION MOBILIZATION	LS	$10,000.00	1	$ 10,000.00	0.00	$ -	-$10,000.00
18	OPTIONAL: WELL ACIDIZATION TREATMENT W/ 32% HCL	GAL	$7.50	1800	$ 13,500.00	0.00	$ -	-$13,500.00
19	PERFORM JETTING WITH SIMULTANEOUS AIRLIFT WELL DEVELOPMENT AND CLEANOUT OF BOREHOLE	HR	$300.00	50	$ 15,000.00	0.00	$ -	-$15,000.00
20	PERFORM PUMP DEVELOPMENT	HR	$300.00	80	$ 24,000.00	157.50	$ 47,250.00	$23,250.00
21	CONDUCT STEP-RATE PUMP TEST	HR	$800.00	6	$ 4,800.00	6.00	$ 4,800.00	$0.00
22	CONDUCT CONSTANT-RATE PUMP TEST	HR	$800.00	4	$ 3,200.00	0.00	$ -	-$3,200.00
23	COMPLETE WELL VIDEO LOGGING	EA	$2,500.00	2	$ 5,000.00	2.00	$ 5,000.00	$0.00
24	WELL DISINFECTION AND SAMPLING	LS	$20,000.00	1	$ 20,000.00	1.00	$ 20,000.00	$0.00
25	WATER QUALITY SAMPLING	LS	$20,000.00	1	$ 20,000.00	1.00	$ 20,000.00	$0.00
26	FORMATION WATER DISPOSAL SYSTEM	LS	$50,000.00	1	$ 50,000.00	1.00	$ 50,000.00	$0.00
27	FURNISH AND INSTALL WELLHEAD AND RAW WATER MAIN	LS	$155,000.00	1	$ 155,000.00	1.00	$ 155,000.00	$0.00
28	FURNISH AND INSTALL WELL PUMP, MOTOR, AND PIPING	LS	$105,000.00	1	$ 105,000.00	1.00	$ 105,000.00	$0.00
29	SITEWORK (INCLUDING PERIMETER FENCING AND RESTORATION)	LS	$40,000.00	1	$ 40,000.00	1.00	$ 40,000.00	$0.00
30	FURNISH & INSTALL 16" LINE STOP	EA	$20,000.00	1	$ 20,000.00	1.00	$ 20,000.00	$0.00
31	ELECTRICAL WORK (INCLUDING INSTRUMENTATION AND CONTROL PANELS)	LS	$45,000.00	1	$ 45,000.00	1.00	$ 45,000.00	$0.00
32	ALTERNATE BID ITEM - ELECTRICAL WORK (INCLUDING INSTRUMENTATION AND CONTROL PANELS)	LS	$0.00	1	$ -	1.00	$ -	$0.00
33	OWNER'S ALLOWANCE	CI	$50,000.00	1	$ 50,000.00	0.0991790	$ 4,958.95	-$45,041.05
CO1	REMOVE CONDUCTORS FOR FPL SERVICE TIE-IN	LS	-$858.68	0	$ -	1.00	$ (858.68)	-$858.68
	GRAND TOTALS				**$ 1,341,275.00**		**$1,243,037.27**	**($98,237.73)**

FLORIDA DESIGN DRILLING LLC
7733 Hooper Road
West Palm Beach, FL 33411

COST PROPOSAL NO. : 002

PROJECT NAME:	*Reconstruction of Surficial Aquifer Well No. 9*		
LOCATION:	*Palm Springs, FL*	DATE:	*May 12, 2025*
OWNER:	*Village of Palm Springs*	DRAWING NO.:	
ENGINEER:	*Holtz Consulting Engineers*	SPEC. SECTION:	

REFERENCE: TIME & MATERIAL: _____ REQUEST FOR PROPOSAL: **X**

DESCRIPTION: *Credit for removal of secondary conductors from the scope of work.*

PRICING INFORMATION

	SKILL/TRADE	MAN-HOURS		RATE	COST
1. DIRECT LABOR	Welder		MH	$ 180.00	$ -
1.A GENERAL LABOR:	Unskilled		MH	$ 48.00	$ -
	Skilled		MH	$ 64.00	$ -
	Operator		MH	$ 75.00	$ -
1.B FIELD ENGINEERING:	Foreman		MH	$ 75.00	$ -
	Superintendent		MH	$ 140.00	$ -
	Project Engineer		MH	$ 140.00	$ -
	Project Manager		MH	$ 200.00	$ -
					$ -
1.C DAILY GENERAL CONDITIONS	Time Increase		DAYS		$ -
				SUBTOTAL (1)	$ -
	SMALL TOOLS & CONSUMABLES			4%	$ -
	OVERHEAD & PROFIT			15%	$ -
				TOTAL (1)	**$ -**

2. MATERIALS AND EQUIPMENT	DESCRIPTION	WEEKS		UNIT PRICE	COST
2.A EQUIPMENT:			*DY*		$ -
			DY		$ -
			DY		$ -
			DY		$ -
			DY		$ -
			DY		$ -
			DY		$ -
			DY		$ -
			DY		$ -
			DY		$ -
				SUBTOTAL (2.A)	$ -
	FUEL (ON 2.A ONLY)			12%	$ -
2.B MATERIAL	**MATERIAL**	**UNITS NOTED**			
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
					$ -
				SUBTOTAL (2.B)	$ -
	SALES TAX (ON 2.B ONLY)			7%	$ -
2.C DIRECT COSTS:				**SUBTOTAL (2)**	$ -
	OVERHEAD & PROFIT			15%	$ -
				TOTAL (2)	**$ -**

3. SUBCONTRACTORS	**DESCRIPTION OF WORK**		**COST**
Energy Efficient Electric	*Credit for secondary conductors.*		$ (817.79)
		SUBTOTAL (3)	$ (817.79)
OVERHEAD & PROFIT		5%	$ (40.89)
		TOTAL (3)	**$ (858.68)**
		TOTAL (1)+(2)+(3)	**$ (858.68)**
Bonds & Insurance		0.0%	$ -
Permits		0.0%	$ -
		GRAND TOTAL	**$ (858.68)**

By: _____ Engineer (Authorized Signature) Date: _____

By: _____ Owner (Authorized Signature) Date: _____

By: _____ Florida Design Drilling LLC Date: _____

Energy Efficient Electric, Inc.
1600 Mercer Ave. Unit 6
West Palm Beach, FL. 33401
Phone (561) 655-7211 Fax (561) 655-9661
Mobile (561) 346-2083
E-Mail Address: sean@energyeff.com

State License #EC 0001096

May 12, 2025

Electrical Scope of Work Removal Change Order

Village Of Palm Springs Well #9

Job #6766

Removal of service feeder conductors for Village of Palm Springs Well #9 from electrical scope.

Credit

240' of #1 AWG @ $3.24 per foot including labor -	**$778.85**
5% markup -	**$38.94**
Contract Deduction -	**-$817.79**

We appreciate the opportunity to quote your organization on this project. If you have any questions, please call me at the office.

Thank You Very Kindly,
Sean Viau
President

Village of Palm Springs

Executive Brief

AGENDA DATE: June 12, 2025

DEPARTMENT: Utilities

ITEM #10: Approve Work Authorization #1 WG-U02 - PBC Roadway improvements Cresthaven Boulevard to Jog Road Utility Relocation - WGI

SUMMARY: Palm Beach County is undergoing a roadway project consisting of widening the roadway and adding storm drainage piping and structures on Cresthaven Boulevard from Military Trail to Jog Road. The Village has utilities within the PBC R-O-W that are in conflict with the roadway design. As a result, the Village is required to relocate the utilities in conflict.

The Village Council is requested to approve Work Authorization #1- WG-U02 at a cost not to exceed $71,750.00 to support all required professional engineering services and related tasks associated with Cresthaven Boulevard Improvements from Military Trail to Jog Road (Task Order No. 385) by Wantman Group Inc. the Village's contracted engineering firm.

Note: The Village issued a Request for Qualifications (RFQ) for Professional Engineering Services (RFQ #2024R-001) - Utility Engineering Services Continuing Contracts in accordance with the Consultants Competitive Negotiation Act (CCNA) - Section 287.55, Florida Statutes.

The Village has worked with the proposed vendor previously and received excellent service and a quality product.

FISCAL IMPACT:
The Work Authorization with Wantman Group Inc. for the Cresthaven Boulevard Improvements from Military Trail to Jog Road (Task Order No. 385) will be funded from account No. 41336-56300 at a cost not to exceed $71,750.00. Funding for this project was not included in the FY 2025 Water and Sewer Enterprise fund, and therefore an internal budget transfer to support this proposed cost may be completed at a later date.

ATTACHMENTS:
1. WA No. 1 - WG-U02 - WGI-Cresthaven Blvd Improvements from Jog Rd to Military Trail

VILLAGE OF PALM SPRINGS

CONSULTING SERVICE WORK AUTHORIZATION

DATE : 5/15/25 VILLAGE RFQ. NO.: 2024R-001

WORK AUTHORIZATION NO. WG-U02 FOR CONSULTING SERVICES TASK

ORDER (PROJECT) NO. 385 G/L CODE: 41336-56300

WGI, INC. PROJECT NO.: 10367.00

PROJECT TITLE: Cresthaven Blvd from Jog Rd to Military Trail

This Work Authorization, when executed, shall be incorporated in and shall become an integral part of the Agreement for Professional Services dated June 13th, 2024, between the Village of Palm Springs ("VILLAGE"), and Wantman Group, Inc. ("CONSULTANT") hereafter referred to as the Agreement.

I. PROJECT DESCRIPTION

The Village of Palm Springs is seeking Civil Engineering (SUE) services at Cresthaven Blvd from Jog Rd to Military Trail.

CONSULTANT shall provide civil engineering services to accommodate the design and preparation of utility relocation and adjustment plans associated with the Cresthaven Boulevard Improvements between Jog Road and Military Trail within the Village of Palm Springs. The scope of work will include the relocation of approximately 300 LF of existing 10" Village of Palm Springs water main and approximately three (3) water main gate valves impacted by the proposed drainage improvements associated with the Palm Beach County project. In addition, the scope of work will include the adjustment of approximately seven (7) gate valves and three (3) fire hydrants to new finished grades. Scope of work will be based on 90% Cresthaven Boulevard plans (PBC project number 2023505) and Exhibit "A"

SCOPE OF SERVICES

The following is a description of the services to be provided under this Task Order.

TASK 1 – Utility Relocation and Adjustment Design **Lump Sum Fee $ 31,220.00**

1. Prepare demolition for plan existing utilities to be removed or abandoned;
2. Prepare utility relocation plans and details for approximately 300 LF of 10" water main.
3. Submit 60% and 100% construction document submittals to CLIENT;
4. Prepare an Engineer's Opinion of Cost for construction with each submittal;
5. Attend up to six (6) design coordination meetings with CLIENT and project design team;
6. Provide design coordination and assistance with Palm Beach County and county's consultants.

TASK 2 –Regulatory Agency Permitting **Lump Sum Fee $17,030.00**

The CONSULTANT will prepare and submit permit applications along with the required associated design documents for the proposed improvements. We anticipate submitting applications and documents to the following agencies:

1. Village of Palm Springs Engineering;
2. Palm Beach County Land Development – Utility Permit; and
3. Palm Beach County Health Department – Water Main Permit.

The CONSULTANT will process payments for the following permit application fees and will invoice the fees to the CLIENT as a reimbursable expense:

1. Palm Beach County Land Development – Utility Permit (Estimated Fee: $1,500.00); and
2. Palm Beach County Health Department – Water Main Permit (Application Fee: $650.00)

Additional fees requested by permitting agencies will be processed as an amendment to the contract.

TASK 3 – Civil Engineering Post Design Services **Lump Sum Fee $ 23,500.00**

1. Attend pre-construction meeting with contractor and CLIENT;
2. Review shop drawing submittals;
3. Review and respond to RFI's;
4. Perform periodic field observations of construction for the work included in the civil engineering plans to ensure the work is completed in substantial accordance with the approved and permitted plans and specifications. Observations will include attendance up to three (3) water main pressure test and connections to existing mains (Budget of 40 hours);
5. Coordinate and submit record drawings prepared by Contractor's Professional Surveyor registered in the State of Florida to various permitting agencies for approval;
6. Prepare and submit final certification package to related regulatory agencies; and
7. Prepare written field reports for all site visits and progress meetings.

II. DELIVERABLES

TASK 1

1. Utility Relocation and Adjustment Plans 60% and 100% level of completion - PDF
2. Engineer's Opinion of Probable Construction Cost at 60% and 100% level of completion - PDF

TASK 2

1. Copies of regulatory agency permits - PDF

III. SCHEDULE

Upon receipt of Notice-To-Proceed the CONSULTANT will complete the services identified in this Work Authorization within the schedule outlined in Table 1.

Table 1
Schedule

Activity	Time to Complete (Calendar Days
Task1: Utility Relocation and Adjustment Plans	90 Days from NTP
Task 2: Regulatory Agency Permitting	60 Days from Completion of Task 1
Task 3 Post Design Services	180 Days from start of construction

IV. COMPENSATION AND PAYMENT

The CONSULTANT will perform the tasks as outlined in the scope of services for a Lump Sum Not-To-Exceed Fee of **seventy-one thousand and seven hundred fifty dollars ($71,750.000**) as outlined in Table 2.

Table 2
Budget Summary

Description	Total
Task 1: Utility Relocation and Adjustment Design	$ 31,220.00
Task 2: Regulatory Agency Permitting	$ 17,030.00
Task 3: Civil Engineering Post Design	$ 23,500.00
TOTAL	$ 71,750.00

V. BASIS OF SCOPE

1. WGI shall be entitled to rely on the completeness and accuracy of all information provided by the VILLAGE. Information requested by CONSULTANT during the project will include, but may not be limited to, the roadway plans, utility as-builts, surveys (with CAD file), and county provided conflict matrix;
2. Civil engineering specifications and details will be included in the construction plans;
3. Scope of work includes the design or relocation and adjustment of existing Village of Palm Springs water main m gate valves, and fire hydrants as indicated in 90% Cresthaven Boulevard plans (PBC project number 2023505) and Exhibit "A";
4. Scope of work does not include hydraulic analysis of water mains;
5. Scope of work does not include the design or relocation of existing utilities not owned and maintained by the Village Palm Springs;
6. Scope of work does not include roadway or drainage improvements;

7. Permit application fees will be processed as a reimbursable expense and invoiced to the CLIENT
8. It is anticipated the following will be provided by the CLIENT:
    a. Roadway and drainage plans;
    b. Water and sewer as-built drawings;

VI. AGREEMENT REFERENCE

The work authorized under this Work Authorization shall be performed under the terms and conditions described within the Professional Services Agreement dated June 13th, 2024, by and between the Village of Palm Springs ("VILLAGE") and Wantman Group, Inc. ("CONSULTANT") and subsequent addendums including the American Rescue Plan Act (ARPA) Contract Addendum. Compensation shall not exceed the hourly rates currently in effect under this Agreement.

WGI, INC.

By:



Print Name: Christopher Holmes, PE

Title: Senior Project Manager

Date: May 16, 2025

VILLAGE OF PALM SPRINGS

By:

Project Name:

Title:

Date:

Village Attorney's Office Approved

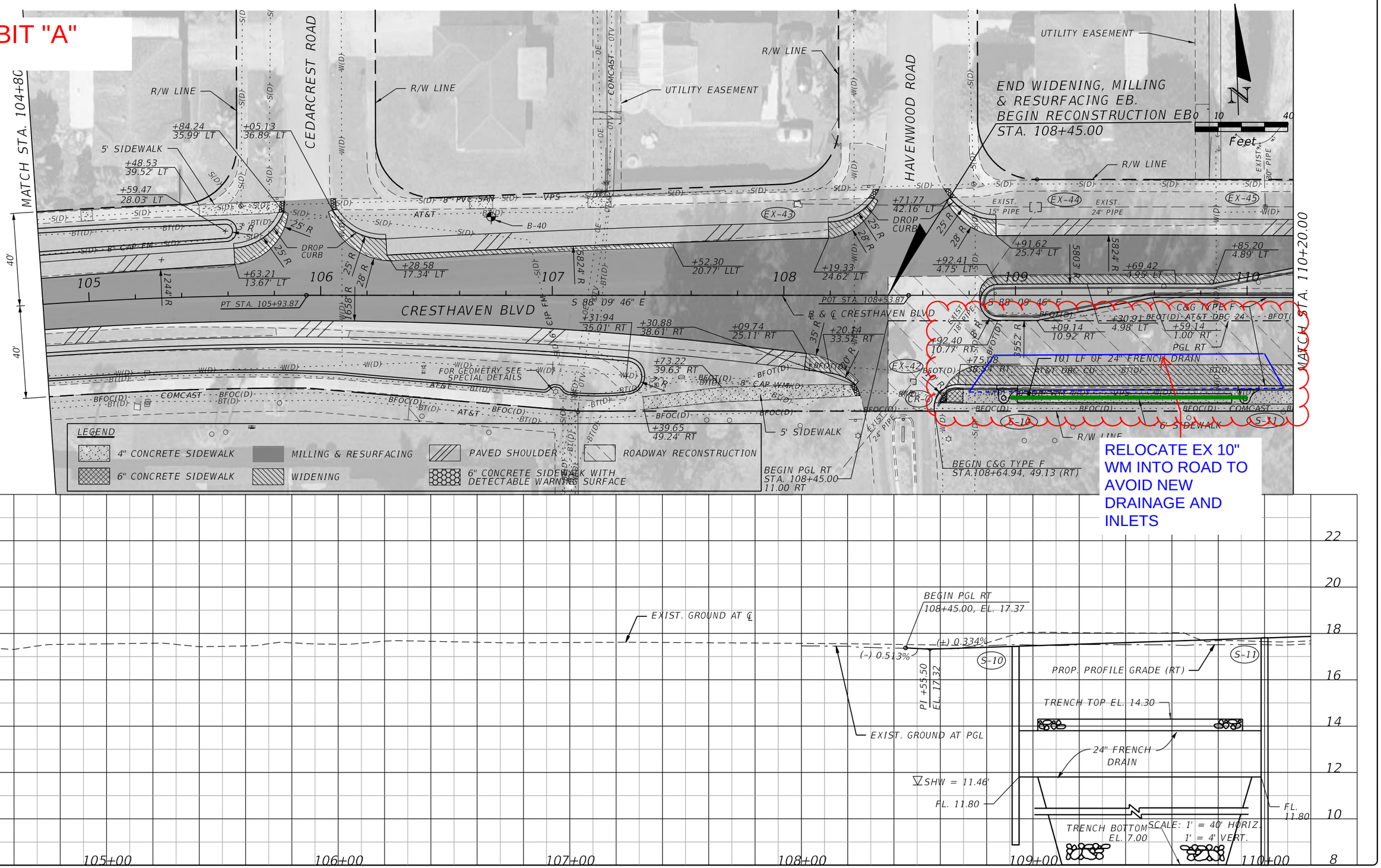
as to form and legality By: _____

(Required if over $25,000)

VILLAGE OF PALM SPRINGS
CRESTHAVEN BLVD UTILITY RELOCATION DESIGN
FEE ESTIMATE
EXHIBIT "B"

	Enginering Preojct Manager		Enginering Sr. Professional Engineer		Engineering Staff Engineer		Engineering CADD Technician						Total		Sub-Task Total
	$220		$225		$130		$120								
	hours	*fees*	*hours*	*fees*	*hours*	*fees*	*hours*	*fees*					*hours*	*fees*	
Task 1: Utility Relocation and Adjustment Design															
Prepare demolition plans	4	$880	8	$1,800	12	$1,560	20	$2,400					44	6640	
Prepare utility relocation plans and details	8	$1,760	12	$2,700	20	$2,600	40	$4,800					80	11860	
Prepare cost estimate	4	$880	12	$2,700	12	$1,560							28	5140	
Plan submittals (2)	4	$880	4	$900	4	$520							12	2300	
Design coordination meetings (6) and Design Coordination	24	$5,280											24	5280	
Total Base Hours and Fees (Task 1)	44	9680	36	8100	48	6240	60	7200					188	31220	**$31,220**
Task 2: Regulatory Agency Permitting															
Village of Palm Springs	8	$1,760	8	$1,800	8	$1,040							24	4600	
PBCLD Utility Permit	4	$880	16	$3,600	16	$2,080							36	6560	
Palm Beach County Health Dept.	4	$880	8	$1,800	8	$1,040							20	3720	
PBCLD Utility Permit Application Fee														1500	
PBCHD WM Permit Application Fee														650	
Total Base Hours and Fees (Task 2)	16	3520	32	7200	32	4160	0	0					80	$17,030	**$17,030**
Task 3 : Civil Eng Post Design Services															
Attend pre-construction meeting	4	$880	4	$900									8	1780	
Review Shop Drawings	4	$880	4	$900	8	$1,040							16	2820	
Respond to RFI's	4	$880	12	$2,700	16	$2,080							32	5660	
Perform Site Visits			40	$9,000									40	9000	
Review and Coordinate Record Drawings	2	$440	4	$900	8	$1,040							14	2380	
Prepare and Submit Certifications	2	$440	4	$900	4	$520							10	1860	
Total Base Hours and Fees (Task 3)	16	3520	68	15300	36	4680	0	0					120	23500	**$23,500**
Total Fees		$16,720	136	$30,600	116	$15,080	60	$7,200							**$71,750**

EXHIBIT "A"



F:\24001 Cresthaven Blvd\CADD\roadway\PLPRRD18.dgn

jdelgado

R.J.BEHAR & COMPANY, INC.
Engineers · Planners
12788 WEST FOREST HILL BLVD, SUITE 2003B
WELLINGTON, FL. 33414
PAOLA RIVEROS, P.E. LICENSE NO. 74249
RJB PROJECT NO.: 24001

NO.	REVISION	BY	DATE

PALM BEACH COUNTY
ENGINEERING AND PUBLIC WORKS
ROADWAY PRODUCTION
P.O BOX 21229
WEST PALM BEACH, FL 33406

SCALE: 40
APPROVED: XX
DRAWN: EF
CHECKED: XX
DATE DRAWN: 2/7/2025
FIELD BOOK NO.

PROJECT:
ROADWAY PLAN & PROFILE
CRESTHAVEN BOULEVARD
FROM JOG ROAD TO MILITARY TRAIL
DRAWING NO.
DESIGN FILE NAME: $FILES$

SHEET: 34
OF: 69
PROJECT NO. PBC 2023505

MATCH STA. 110+20.00

THE SHOPPES AT CRESTHAVEN

UTILITY EASEMENT

B-41,B-42 AND B-43

R/W LINE

8" PVC SAN

VPS

EXIST. 15" PIPE

EX-46

EX-48

B-44

33' R

25' R

23' R

+34.37
14.53' (LT)

8' R

+49.08
14.30' (LT)

13' R

C&G TYPE F

+54.67
14.30' (LT)

8' R

+71.59
14.30' (LT)

13' R

C&G TYPE F

111

112

113

114

115

CRESTHAVEN BLVD

S 88° 09' 46" E

+35.88
1.00' RT

+49.08
11.00' RT

+82.83
11.00' RT

+32.83
1.00' RT

+54.67
1.00' RT

PGL RT

+74.45
10.74' RT

+24.45
1.00' RT

AT&T DBC 24

BFOT(D)

BT(D)

+91.86
42.86' RT

+81.81
39.00' RT

+34.75
42.92' RT

+46.63
39.00' RT

96 LF OF FRENCH DRAIN

EXIST. STRUCTURE TO BE REMOVED

7 LF OF 15" PIPE

EX-47

C&G TYPE F

AT&T DBC CU

COMCAST

10" DIP WM

VPS

CCASTLE

15' R

20'

6' SIDEWALK

R/W LINE

CR-G

S-12

S-13

END C&G TYPE F
STA.112+96.02, 49.19 (RT)

BEGIN C&G TYPE F
STA.113+29.98, 47.92 (RT)

VILLAS NO. 1
CRESTHAVEN OF PALM BEACH

NOT PLATTED
(ORB 14066, PG 1172)

MATCH STA. 115+60.00

40'

11'

11'

40'

0 10 40
Feet

N

LEGEND

4" CONCRETE SIDEWALK

6" CONCRETE SIDEWALK

PAVED SHOULDER

6" CONCRETE SID
DETECTABLE WA

ROADWAY RECONS

WIDENING

RELOCATE EX 10" WM INTO ROAD TO AVOID NEW DRAINAGE AND INLETS

22
20
18
16
14
12
10
8

111+00
112+00
113+00
114+00
115+00

PI +05.50
EL. 18.15

(+) 0.334%
(-) 0.300%

EXIST. GROUND AT ℄

PROP. PROFILE GRADE (RT)

(-) 0.300%
(+) 0.300%

PI +55.50
EL. 17.40

EXIST. GROUND AT PGL

TRENCH TOP
EL. 14.30

24" FRENCH DRAIN

TRENCH BOTTOM
EL. 7.00

EXIST 18"
FL. 14.18

EXIST 15"
FL. 13.93

FL. 11.80

FL. 11.80

SHW = 11.46'

SCALE: 1' = 40' HORIZ
1' = 4' VERT.

F:\24001 Cresthaven Blvd\CADD\roadway\PLPRRD19.dgn

jdelgado

R.J.BEHAR & COMPANY, INC.
Engineers · Planners
12788 WEST FOREST HILL BLVD. SUITE 2003B
WELLINGTON, FL. 33414
PAOLA RIVEROS, P.E. LICENSE NO. 74249

RJB PROJECT NO.: 24001

NO.	REVISION	BY	DATE

PALM BEACH COUNTY
ENGINEERING AND PUBLIC WORKS
ROADWAY PRODUCTION
P.O BOX 21229
WEST PALM BEACH, FL 33406

SCALE: 40
APPROVED: XX
DRAWN: EF
CHECKED: XX
DATE DRAWN: 2/7/2025
FIELD BOOK NO.

PROJECT:

ROADWAY PLAN & PROFILE
CRESTHAVEN BOULEVARD
FROM JOG ROAD TO MILITARY TRAIL

DRAWING NO.

DESIGN FILE NAME: $FILES$

SHEET: 35
OF: 69

PROJECT NO. PBC 2023505

MATCH STA. 115+60.00

THE SHOPPES AT CRESTHAVEN

UTILITY EASEMENT

R/W LINE

R/W LINE

MILITARY TRAIL

END PROJECT
END MILLING, RESURFACING
& RECONSTRUCTION
STA. 119+98.06

N

0 10 40
Feet

R/W LINE

B-46

+79.59
14.30' LT

8' R

116

+60.04
4.30' LT

117

C&G TYPE F

+75.60
4.30' LT

118

+25.60
14.30' LT

CONNECT TO EXIST.
+98.63, 12.29' LT

119

120

POT STA. 120+46.87

40'

11'

11'

40'

S 88° 09' 46" E

7' R

+79.59
1.00' RT

+89.58
39.00' RT

+60.04
10.00' RT

+48.28
10.00' RT

+98.28
0.00' LT

CRESTHAVEN BLVD

CONNECT TO EXIST.
+02.02, 0.64' (LT)

POT STA. 119+68.67

PGL RT

℄ & ℄ CRESTHAVEN BLVD

S 88° 09' 46" E

END PGL. RIGHT
STA. 119+98.61, 11.00' RT

+97.36
42.72' RT

+67.04
36.00' RT

S-14

C&G TYPE F

100 LF OF 24" FRENCH DRAIN &
78 LF OF 24" PIPE

S-15

+81.22
36.00' RT

+69.11
39.58' RT

CR-G

10' R

8' R

B-45

6' SIDEWALK

22' R

CR-G

END C&G TYPE F
STA.115+99.58, 48.71 (RT)

6' SIDEWALK

R/W LINE

END C&G TYPE F
CONNECT TO EXIST.
+00.40, 47.23' (RT)

BEGIN C&G TYPE F
STA.116+60.04, 49.32 (RT)

LEGEND

4" CONCRETE SIDEWALK
WIDENING
DETECTABLE WARNING SURFACE & 6" CONCRETE SIDEWALK
6" CONCRETE SIDEWALK
PAVED SHOULDER
ROADWAY RECONSTRUCTION

RELOCATE EX 10" WM INTO ROAD TO AVOID NEW DRAINAGE AND INLETS

EXIST. GROUND AT ℄

PROP. PROFILE GRADE (RT)

S-14

TRENCH TOP
EL. 15.00

24" FRENCH DRAIN

FL. 12.50

TRENCH BOTTOM
EL. 8.00

END PGL RT
118+58.74, EL. 18.50

S-15

END PGL RT
STA. 118+58.72, EL. 18.50

EXIST. GROUND AT PGL

FL. 12.50

SHW = 11.46'

SCALE: 1' = 40' HORIZ.
1' = 4' VERT.

22 20 18 16 14 12 10 8

116+00 117+00 118+00 119+00 120+00

F:\24001 Cresthaven Blvd\CADD\roadway\PLPRRD20.dgn

jdelgado

R.J.BEHAR & COMPANY, INC.
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12788 WEST FOREST HILL BLVD. SUITE 2003B
WELLINGTON, FL 33414
PAOLA RIVEROS, P.E. LICENSE NO. 74249
RJB PROJECT NO.: 24001

NO.	REVISION	BY	DATE

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ENGINEERING AND PUBLIC WORKS
ROADWAY PRODUCTION
P.O BOX 21229
WEST PALM BEACH, FL 33406

SCALE: 40
APPROVED: XX
DRAWN: EF
CHECKED: XX
DATE DRAWN: 2/7/2025
FIELD BOOK NO.

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ROADWAY PLAN & PROFILE
CRESTHAVEN BOULEVARD
FROM JOG ROAD TO MILITARY TRAIL

DRAWING NO.
DESIGN FILE NAME: $FILES$

SHEET: 36
OF: 69
PROJECT NO. PBC 2023505

Village of Palm Springs

Executive Brief

AGENDA DATE: June 12, 2025

DEPARTMENT: IT

ITEM #12: Council Chamber Upgrade

SUMMARY: The Village has a need to upgrade the AV ports and visual components of the Council AV system. The Village completed work on the Council Chambers in July 2023 and September 2024 to upgrade areas of the audio for the Council Chambers. However, additional upgrades are necessary to integrate the new system effectively. While the vendor is part of a cooperative purchasing group, we are awaiting confirmation of our eligibility to participate. To avoid delays in enhancing the chambers and based on the vendor's proven experience and successful installations to date, proceeding with this vendor is recommended as the most advantageous course of action. Further, the AV system in the Chambers is all one function. The Village IT staff have stated that bringing in another vendor to complete the work would lead to future support issues regarding the maintenance of this system. While we are presently completing the visual upgrades, the previous upgrades were for sound and the system is an integrated system. The ports in the chambers continue to fail and are no longer made for replacements. Having this done is of the essence before the system fails completely. The Information Technology Department has received a quote from Innovate-AV in the amount of $42,943.09 to complete council upgrades to the audio-visual ports.

The Village's Purchasing Code, Section 58-11, Best interest acquisitions, provides that the Village may acquire or contract for non-real property, goods or services without utilizing the competitive selection purchase requirements where the Village Council declares by at least a four-fifths (4/5) affirmative vote that the competitive selection process is not in the best interest of the Village. The Village Council shall make specific factual findings that support its determination, and such contracts shall be placed on the regular village council agenda. This provision may not be used to contract for goods or services which such a contract would exceed the limits set forth in F.S. §§ 287.055 or 255.20, as amended.

If approved, the Village would issue Innovate-AV a purchase order with our terms and conditions. The total cost to upgrade the AV system within the Village is $42,943.09. This funding was included within the FY 2025 Budget - General Fund as adopted. The Village will not expend more than the amount within the approved budget as it may be adopted/amended each year for these goods and services over the term of this contract.

FISCAL IMPACT:
Budgeted item cost $42,943.09

ATTACHMENTS:
1. Resolution No. 2025-34-AV Equipment-Innovate
2. Village of Palm Springs Council Chambers VOPS-051525

RESOLUTION NO. 2025-34

A RESOLUTION OF THE VILLAGE COUNCIL OF THE VILLAGE OF PALM SPRINGS, FLORIDA, AUTHORIZING THE MAYOR, AND/OR HER DESIGNEE, TO EXECUTE A PURCHASING AGREEMENT WITH INNOVATE-AV TO UPGRADE THE AUDIO VISUAL PORTS IN THE COUNCIL CHAMBERS; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Village of Palm Springs must upgrade the audio visual ports in the Village Hall Council Chambers; and

WHEREAS, per Purchasing Code Authority, Section 58-11, provides that the Village may acquire or contract for non-real property, goods or services without utilizing the competitive selection purchase requirements where the Village Council declares by at least a four-fifths (4/5) affirmative vote that the competitive selection process is not in the best interest of the Village. The Village Council shall make specific factual findings that support its determination, and such contracts shall be placed on the regular village council agenda. This provision may not be used to contract for goods or services which such a contract would exceed the limits set forth in F.S. §§ 287.055 or 255.20, as amended; and

WHEREAS, it has been determined that it is in the best and most efficient interests of the Village to procure the services of Innovate-AV to upgrade the AV System at Village Hall in the Council Chambers, and have made a recommendation of same to the Village Council.

NOW, THEREFORE, BE IT RESOLVED BY THE VILLAGE COUNCIL OF THE VILLAGE OF PALM SPRINGS, FLORIDA:

Section 1. Based upon review of the quote attached hereto and incorporated herein as **Exhibit "A"**, the Village Council hereby authorizes the procurement of services and equipment from Innovate-AV in the amount of $42,943.09.

Section 2. The Mayor and Village Clerk are hereby authorized to execute all documents necessary to complete the Purchase Agreement of this contract to Innovate-AV.

Section 3. This Resolution shall be effective immediately upon its adoption.

Council Member _____ offered the foregoing Resolution. Council Member _____ seconded the Motion, and upon being put to a vote, the vote was as follows:

	Aye	Nay	Absent
BEV SMITH, MAYOR	□	□	□
KIM SCHMITZ, VICE MAYOR	□	□	□
GARY READY, MAYOR PRO TEM	□	□	□
JONI BRINKMAN, COUNCIL MEMBER	□	□	□
PATTI WALLER, COUNCIL MEMBER	□	□	□

The Mayor thereupon declared the Resolution duly passed and adopted this 12th day of JUNE 2025.

VILLAGE OF PALM SPRINGS, FLORIDA

BY: _____
BEV SMITH, MAYOR

ATTEST:

BY: _____
KIMBERLY WYNN, VILLAGE CLERK

REVIEWED AS TO FORM AND LEGAL SUFFICIENCY

BY:_____
CHRISTY GODDEAU, VILLAGE ATTORNEY

Village Of Palm Springs Council Chambers: VOPS-051525

Village of Palm Springs - Thomas Cook

226 Cypress Lane
Palm Springs FL 33461
(561) 584-8200, 8270
tcook@vpsfl.org

Presented By:

Innovate Audio Visual, Inc.

5307 NW 108th Ave.
Sunrise, FL. 33351

Scope of Work

This quote is to upgrade and enhance by replacing the existing video system you have in place with a New Crestron 4k Video and RS-232 Matrix system. We will include a Crestron Digital receiver at each display and projection location to allow you to send a perfect image to all displays and have full control as well.

The AV rack is being repurposed as before and wire management will be re-done and finished according to our high standards.

All new sheilded CAT6 plenum rated cabling will be ran to each location as well. Crestron programming will be provided to allow an easy user experience for control.

The new system will also tie in to the current audio system.

Project Overview:

The objective is to design, install, and commission a Crestron-based audio-visual (AV) system for seamless control, distribution, and presentation of 4K video and audio content across multiple zones. The system will support video conferencing, presentations, and media playback, with centralized control.

Scope of Work:

1. **Equipment Installation**
    - **AV Rack Setup**: Assemble rack with Middle Atlantic accessories, CyberPower UPS, and Crestron components.
    - **DigitalMedia Switcher**: Install I/O cards and power supply in DM-MD8x8-CPU3-RPS.
    - **Transmitters and Receivers**: Install DM-TX wall plates and DM-RMC receivers.
    - **Control Interface**: Place TS-1070-B-S touch screen in central location.
    - **Cabling**: Run Cat6 and HDMI cables using J-hooks for support.
2. **System Integration and Configuration**
    - **Control System**: Program CP4N and TS-1070-B-S for centralized control; install Crestron Control App.
    - **AV Signal Distribution**: Configure DM-MD8x8-CPU3-RPS to route 4K video/audio; set up receivers for scaled output.
    - **Network Integration**: Connect Crestron devices to client LAN with static IPs.
3. **Testing and Commissioning**
    - Test 4K signal transmission, control functionality, and system stability.
    - Validate UPS and power distribution.
    - Address any issues during commissioning.
4. **Client Training and Handover**
    - Conduct two-hour training on system operation and troubleshooting.
    - Provide user manual, system diagrams, and support information.
5. **Project Timeline and Labor**

- Two technicians, three days for installation.
- Two days for programming.
- Include shipping as specified.

System Functionality

- **Centralized Control**: TS-1070-B-S touch screen and Crestron Control App for intuitive operation.
- **4K Video Distribution**: Routes 4K60 4:4:4 HDR video/audio from three sources to five displays.
- **Scalability**: 8x8 switcher supports future expansion.
- **Reliability**: Redundant power supplies and UPS ensure uptime.
- **Ease of Connectivity**: Wall plate transmitters simplify source connections.
- **Room-Specific Control**: Receivers provide scaled output and localized control.

Deliverables

- Installed Crestron AV system.
- System schematic, wiring diagrams, IP configurations.
- User manual and training materials.
- Equipment warranties.
- Two-hour training session.

Assumptions

- Client provides power, network, and displays.
- Owner-furnished AV rack is suitable.
- Displays and sources support 4K60 4:4:4 HDR and HDCP.

Thank you,

Brett Buth

Video Switching & Control

	Qty: 1	**CRESTRON** TS-1070-B-S 10.1 in. Tabletop Touch Screen, Black Smooth	Unit Price: Ext Price:	**$2,124.70** **$2,124.70**
	Qty: 1	**CRESTRON** CP4N 4-Series Control System	Unit Price: Ext Price:	**$2,021.25** **$2,021.25**
	Qty: 1	**CRESTON** DM-MD8x8-CPU3-RPS 8x8 DigitalMedia™ Switcher with Redundant Power Supplies	Unit Price: Ext Price:	**$3,538.00** **$3,538.00**
	Qty: 1	**CRESTRON** DM-PSU-8-PLUS 8-Port PoDM+ Power Supply for DM 8G+ I/O Cards	Unit Price: Ext Price:	**$867.00** **$867.00**
	Qty: 3	**CRESTRON** DMC-4KZ-HD HDMI 4K60 4:4:4 HDR Input Card for DM Switchers	Unit Price: Ext Price:	**$578.00** **$1,734.00**
	Qty: 3	**CRESTRON** DMC-4KZ-C Crestron DMC-4KZ-C input card for DM matrix cardframe	Unit Price: Ext Price:	**$795.00** **$2,385.00**
	Qty: 3	**CRESTRON** DMC-4KZ-CO-HD 2-Channel DigitalMedia 8G+ 4K60 4:4:4 HDR Output Card for DM Switchers	Unit Price: Ext Price:	**$986.00** **$2,958.00**
	Qty: 1	**CRESTRON** DMC-4KZ-HDO 2-Channel HDMI 4K60 4:4:4 HDR Scaling Output Card for DM Switchers	Unit Price: Ext Price:	**$1,299.90** **$1,299.90**
	Qty: 5	**CRESTRON** DM-RMC-4KZ-SCALER-C DigitalMedia 8G+ 4K60 4:4:4 HDR Receiver and Room Controller with Scaler	Unit Price: Ext Price:	**$1,299.90** **$6,499.50**
	Qty: 3	**CRESTRON** DM-TX-4KZ-100-C-1G-W-T DigitalMedia 8G+ 4K60 4:4:4 HDR Wall Plate Transmitter, White	Unit Price: Ext Price:	**$722.40** **$2,167.20**
	Qty: 1	**APPLE** AMZ-APP-CON-APP Crestron Control App	Unit Price: Ext Price:	**$100.00** **$100.00**

OFE

Qty: 1

OFE OFE
Owner Furnished AV Rack

Misc. Hardware

Qty: 1

IAV MISC-HRD-1
Hardware, Interconnect Cables, and Accessories

Unit Price: **$800.00**
Ext Price: **$800.00**



Qty: 1

MIDDLE ATLANTIC HW100
10-32 Rackscrew Trim-Head - 100 Piece

Accessory
Unit Price: **$39.50**
Ext Price: **$39.50**



Qty: 1

CYBERPOWER OR1500LCDRM1U
LCD UPS Series, 1500 VA / 900 W, 6 × NEMA 5-15R, 17.05W x 1.75H x 15.60D

Accessory
Unit Price: **$599.00**
Ext Price: **$599.00**



Qty: 1

MIDDLE ATLANTIC PD-915R
Rackmount Power, 9 Outlet, 15A, Surge

Accessory
Unit Price: **$135.00**
Ext Price: **$135.00**



Qty: 1

MIDDLE ATLANTIC LBP-1A
Rear Lace Bar - Pack

Accessory
Unit Price: **$39.00**
Ext Price: **$39.00**



Qty: 1

IAV IAV-AMZ-JH-25
1 5/16” Heavy Duty Metal Cable & Wire Support Batwing J-Hook Hangers with Bat Wing Clip

Accessory
Unit Price: **$74.00**
Ext Price: **$74.00**



Qty: 1

IAV IAV-4K-HDMI-3M
4K Certified HDMI Cable 3M (10 ft.)

Accessory
Unit Price: **$31.50**
Ext Price: **$31.50**



Qty: 6

IAV IAV-4K-HDMI-1M
4K Certified Premium HDMI Cable 1M (3.3 ft.) with GripTek

Accessory
Unit Price: **$14.50**
Ext Price: **$87.00**



Qty: 6

IAV IAV-4K-HDMI-2M
4K Certified HDMI Cable 2M (6.5 ft.)

Accessory
Unit Price: **$21.50**
Ext Price: **$129.00**



Qty: 1

LEGRAND CG27151
3 ft Cat6 Snagless Unshielded UTP Ethernet Network Patch Cable - Black

Accessory
Unit Price: **$3.75**
Ext Price: **$3.75**



Qty: 3

LEGRAND CG31342
5 ft Cat6 Snagless Unshielded UTP Ethernet Network Patch Cable - Black

Accessory
Unit Price: **$4.50**
Ext Price: **$13.50**



Qty: 3

MIDDLE ATLANTIC UTR1
1U rack utility shelf

Accessory
Unit Price: **$36.88**
Ext Price: **$110.64**



Qty: 3

MIDDLE ATLANTIC EB1
1 RU Blank Rack Panel, Steel & Flanged

Accessory
Unit Price: **$10.50**
Ext Price: **$31.50**



Qty: 1

WINDY CITY WIRE CAT6SP-BLK
23 AWG 4 Pair Bare Copper, Shielded Plenum Category 6 Black Jacket

Unit Price: **$947.00**
Ext Price: **$947.00**



Qty: 1

Windy City Wire SEN-111S08080054H34
C6 Shielded Plug W/ Load Bar

Unit Price: **$3.15**
Ext Price: **$3.15**

Project Labor

Qty: 1

Project Labor
Project Labor

Unit Price: **$12,345.00**
Ext Price: **$12,345.00**

Shipping



Qty: 1

IAV IAV-SHP
Shipping Inbound

Unit Price: **$1,860.00**
Ext Price: **$1,860.00**

Project Notes



Qty: 1

IAV IAV-NOTES
Innovate-AV to provide up to two hour training on system once programming is complete.



Qty: 1

IAV IAV-NOTES
2 Techs, 3 Days Installation. 2 Days Programming

Proposal Summary

Grand Total:	**$42,943.09**

Payment Schedule

Net 30:	**$42,943.09**

Proposal Agreement

This proposal is valid for 30 days from date listed above and contains propriety and confidential information of Innovate Audio Visual, Inc. and shall not be used, disclosed or reproduced, in whole or in part, for any purpose other than to evaluate this proposal. In keeping with the Terms of Payment listed in this proposal, project costs and pricing are dependent upon a continual flow of work without interruption or delays imposed by Innovate Audio Visual, Inc., their staff, construction, other building trades or any other party, and additional costs may be incurred by owner from Innovate Audio Visual, Inc. if such delays result in additional costs that are not covered by the pricing in this proposal, Owner agrees that a change order for additional labor and storage fees may apply. Innovate Audio Visual Inc. will provide owner a proposal and any resulting change(s) in cost of this project shall only be by way of written change order(s) and shall be valid only after being signed by owner and Innovate Audio Visual, Inc. Responsibility of Others - Unless otherwise noted in the proposal, the Owner shall be responsible for all network and electrical work such as but not limited to AC power, conduit systems, and outlet boxes. All finishes will be supplied as standard manufacturer's finish. All other work necessary to the completion of the project and not specifically defined in the proposal as being furnished by Innovate Audio Visual, Inc. shall be the responsibility of the Owner. Payment- Payment terms have been provided and it is understood that payment will be made according to agreed upon terms. Innovate Audio Visual, Inc. reserves the right to file a lien against the Owner's property if the Owner fails to make complete payment. The full balance shall become due on default of payment with the Owner paying all reasonable legal fees and costs of collection. Upon default, Innovate Audio Visual, Inc. shall have the right to retake the goods, hold or dispose of them and collect expenses together with any deficiency due from the Owner, but subject to the Owner's right to redeem pursuant to the law. Warranty - Innovate Audio Visual, Inc. guarantees all equipment (with the exception of existing and/or Owner provided equipment and wiring) and workmanship provided under this Agreement to be free of defects for a period of 90 Days from the date of final acceptance. Innovate Audio Visual, Inc. will repair or replace, at its option, any defective equipment and will correct any defective workmanship during normal business hours while the warranty is in effect at no cost to the Owner. This warranty does not apply in case of abuse, misuse, neglect, acts of nature, or readjustment of system settings when they have been changed by anyone other than Innovate Audio Visual, Inc. The owner does have the option to purchase an extended Service Level Agreement with Innovate Audio Visual, Inc. for a term on 1, 2 or 3 years. This SLA can be quoted separately or with this current proposal.

Notwithstanding anything to the contrary contained in this proposal, the pricing set forth herein is based on current costs from our manufacturers and suppliers as of the date of this proposal. In the event our manufacturers or suppliers increase the cost of goods, materials, or other necessary components prior to purchasing such items, we reserve the right to adjust the pricing accordingly to reflect our increased costs. We will communicate any such price adjustments, in writing, which shall become effective upon notice to you.

Signature

Date

Village of Palm Springs

Executive Brief

AGENDA DATE: June 12, 2025

DEPARTMENT: Planning, Zoning & Building

ITEM #13: Ordinance No.2025-02 - Comprehensive Plan Amendment - Mobility Plan (Second Reading) [Adoption Hearing]

SUMMARY: During the 2024 legislative session, House Bill 479 was passed, requiring interested cities to adopt a Mobility Plan and Fee Schedule, as well as an Interlocal Agreement with the County, by October 1, 2025. This is significant to us because it enables the Village to collect a single mobility fee that will fund various transportation improvements such as roads, multi-modal facilities, transit operations, and more within the Village limits. Additionally, it will eliminate the collection of road impact fees that do not necessarily benefit the Village.
At the Village Council meeting on July 25, 2024, a Professional Services Agreement was awarded to Nue Urban Concepts to prepare the Mobility Plan and Fee Schedule.

A Joint Village Council/P&Z Board/CRA workshop was held on January 9, 2025, to review the draft Mobility Plan, including the data and proposed maps.

Florida Statute § 163.3180{S)(i), encourages local governments to develop tools and techniques, including the adoption of long-term strategies to facilitate development patterns that support multimodal solutions, adoption of area-wide service standards that are not dependent on any single road segment function, and establishing multimodal service standards that rely primarily on non-vehicular modes of transportation where existing or planned community design will provide an adequate level of personal mobility. The Comprehensive Plan amendments are proposed to add goals, objectives and policies pursuant to the Palm Springs Mobility Plan and to establish a framework for the potential adoption of a Mobility Fee to serve as a revenue source for future mobility improvements.

The P&Z Board considered the draft ordinance on February 11, 2025, and recommended approval.

The proposed amendments were transmitted through the Intergovernmental Plan Amendment Review Committee (IPARC), and Palm Beach County issued a notice of intention to object. County Staff met on February 21, 2025, to discuss their concerns. An IPARC Fact-Finding Panel convened on April 8, 2025, and suggested that a conflict resolution forum, such as mediation, be utilized to try to resolve the conflict between Village and County policies. Mr. Khurshid Mohyuddin, Principal Planner with Palm Beach County, submitted the County's formal objection into the record at the March 13, 2025, transmittal hearing. This letter was included in the Transmittal Package to the State and Regional review agencies. An IPARC Fact-Finding Panel convened on April 8, 2025, and suggested that a conflict resolution forum, such as mediation, be utilized to try to resolve the conflict between Village and County policies.

Florida Commerce reviewed the draft documents for compliance with State Statutes and had no

comments. Treasure Coast Regional Planning Council commented on the forthcoming collaborative effort on the Countywide Transportation Master Plan Florida Department of Environmental Protection did not comment on the proposed comprehensive plans amendments, but noted that it could not determine that the Village had conducted a feasibility analysis of providing sanitary sewer services to those properties within its service area currently served by septic tanks. The Village will provide documentation on the Kimley-Horn septic-to-sewer assessment (August, 2022) and ongoing capital program, and will propose a new policy for the Infrastructure Element.

The proposed ordinance was approved at the First Reading at the March 13, 2025, meeting, and is being presented for the Second and Final Reading.

FISCAL IMPACT:
Adoption of a mobility fee would bring a new revenue source to the Village in the future.

ATTACHMENTS:
1. Proposed Ordinance No. 2025-02 - Mobility Plan-Related Comprehensive Plan Amendments
2. Exhibit "A" - Transportation and Mobility Element - Comprehensive Plan Amendment
3. Presentation - Mobility Plan and Study
4. Appendix B HB 479
5. VoPS CPA summary
6. Review Letter from FL Commerce 25-01ESR
7. Review Letter from Treasure Coast Regional Planning Council 25-01ESR
8. Review Comments from Department of Environmental Protection 25-01ESR
9. PBC Road Impact Fees - Revenue Collected from VPS and Expenditures within Zone 2 (2020-2023)
10. Mayor's Letter to BCC

Business Impact Estimate

This form should be included in the agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the Village's website by the time notice of the proposed ordinance is advertised and published.

Proposed ordinance's title:

ORDINANCE NO. 2025-02
AN ORDINANCE OF THE VILLAGE OF PALM SPRINGS, FLORIDA, AMENDING THE COMPREHENSIVE PLAN OF THE VILLAGE OF PALM SPRINGS TO MODIFY THE TRANSPORTION AND MOBILITY ELEMENT TO ADOPT A MOBILITY PLAN BY REFERENCE AND TO ADD NEW GOALS, OBJECTIVES AND POLICIES THAT ARE CONSISTENT WITH THE ADOPTED MOBILITY PLAN AND WITH FLORIDA STATUTES IN ORDER TO ESTABLISH AN ALTERNATIVE TRANSPORTATION SYSTEM; PROVIDING FOR RECITALS, ADOPTION, CONFLICTS, REPEAL, SEVERABILITY, APPLICABILITY, TRANSMITTAL, AND AN EFFECTIVE DATE.

This Business Impact Estimate is provided in accordance with section 166.041(4), Florida Statutes.

1. Summary of the proposed ordinance (must include a statement of the public purpose, such as serving the public health, safety, morals and welfare):
The proposed ordinance amends the Goals, Objectives, and Policies of the Palm Springs Comprehensive Plan to modify policies pertaining to Palm Beach County's existing transportation concurrency management program to include a Village Mobility Plan and fee system. The proposed ordinance serves the public by:
- allowing the use of mobility fees collected through this system to fund transportation infrastructure including not only roads, but also sidewalks, bike paths, and other multi-modal improvements; and
- creating a less automobile-dependent transportation system.

2. An estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the City, if any:

(a) An estimate of direct compliance costs that businesses may reasonably incur:
A future ordinance will consider a proposed fee schedule which will be assessed on new development. The proposed comprehensive plan amendments adopt the Village Mobility Plan by reference and do not have a direct cost to businesses.

(b) Any new charge or fee imposed by the proposed ordinance or for which businesses will be financially responsible:

None are proposed by the subject ordinance.

(c) An estimate of the City's regulatory costs, including estimated revenues from any new charges or fees to cover such costs:

The Village may incur increased costs with the implementation of the recommendations in the Mobility Plan, which pertain to road, pedestrian, bicycle, and transit improvements. There are no new charges or fees that will be imposed on businesses by the subject ordinance.
.

3. Good faith estimate of the number of businesses likely to be impacted by the proposed ordinance:

The proposed comprehensive plan amendments do not have a direct fiscal impact to businesses.

4. Additional information the governing body deems useful (if any):

It is anticipated that a proposed Mobility Fee Schedule will be considered in June or July, 2025 by the Village Council.

ORDINANCE NO. 2025-02

AN ORDINANCE OF THE VILLAGE OF PALM SPRINGS, FLORIDA, AMENDING THE COMPREHENSIVE PLAN OF THE VILLAGE OF PALM SPRINGS TO MODIFY THE TRANSPORTION AND MOBILITY ELEMENT TO ADOPT A MOBILITY PLAN BY REFERENCE AND TO ADD NEW GOALS, OBJECTIVES AND POLICIES THAT ARE CONSISTENT WITH THE ADOPTED MOBILITY PLAN AND WITH FLORIDA STATUTES IN ORDER TO ESTABLISH AN ALTERNATIVE TRANSPORTATION SYSTEM; PROVIDING FOR RECITALS, ADOPTION, CONFLICTS, REPEAL, SEVERABILITY, APPLICABILITY, TRANSMITTAL, AND AN EFFECTIVE DATE.

WHEREAS, the Florida Legislature intends that local planning be a continuous process, and the Florida Statutes encourage local governments to comprehensively evaluate and, as necessary, update comprehensive plans to reflect changes in local conditions and Florida law; and

WHEREAS, Section 163.3161-163.3215, Florida Statutes, empowers and requires the Village Council of the Village of Palm Springs to prepare, implement and enforce the Comprehensive Plan and Land Development Regulations for the regulation of development within the Village; and

WHEREAS, the Village has adopted the Village of Palm Springs' Comprehensive Plan; and

WHEREAS, in 2013, updates to the Community Planning Act encouraged local governments to adopt these alternative mobility funding systems, as outlined in Florida Statute Section 163.3180; and

WHEREAS, in 2024, the Legislature amended Florida Statute Section 163.3164 to define mobility plans and mobility fees and revised Florida Statute Section 163.3180 to establish mobility fees, based on a mobility plan, as an alternative transportation system, along with affirming the ability of any local government to replace its transportation concurrency with an alternative transportation system, consistent with Florida Statute Sections 163.3180 and 163.31801.

WHEREAS, the Village's proposed Mobility Plan-related comprehensive plan amendments establish goals, objectives and policies as a proactive strategy that combines land use planning, mobility action plan projects, parking management, and funding. The Mobility Plan aims to provide residents with safe, comfortable, and convenient options for walking, biking, using public transit, driving, or employing new technologies to navigate the Village; and

WHEREAS, the Village held a Joint Workshop (Village Council, Planning & Zoning Board and Palm Springs Community Redevelopment Agency (CRA)) to provide an overview of the proposed Mobility Plan on January 9, 2025; and

WHEREAS, the Village of Palm Springs Planning & Zoning Board has reviewed the proposed comprehensive plan amendments, held an advertised public hearing on February 11, 2025, provided for participation by the public in the process, and recommended approval of the proposed Mobility Plan-related amendments; and

WHEREAS, the Village Council sitting as the Local Planning Agency held a public hearing on March 13, 2025, and recommended approval of the proposed Mobility Plan-related amendments to the Village Council; and

WHEREAS, the Village Council held an advertised public hearing on March 13, 2025, provided for public comment and public participation in accordance with the requirements of Florida law and the procedures adopted for public participation in the planning process, to transmit the proposed Mobility Plan-related comprehensive amendments to the State Land Planning Agency and Reviewing Agencies as defined in Section 163.3184, Florida Statutes, for review and comment; and

WHEREAS, on _____, 2025 the State Land Planning Agency issued its Objections, Recommendations, and Comments (ORC) report; and

WHEREAS, the Village Council has reviewed and addressed the State Land Planning Agency's issued Objections, Recommendations and Comments report, and held a second advertised public hearing while providing for comments and public participation; and

WHEREAS, the Village Council has reviewed the proposed Mobility Plan-related amendments, held an advertised public hearing on _____. 2025 while providing for comments and public participation and approved the adoption and transmittal of the amendments to the State Land Planning Agency for a compliance review; and,

WHEREAS, the Village Council finds that the adoption of the proposed Mobility Plan-related amendments attached hereto and incorporated herein as Composite Exhibit "A" is in the best interests of the public health, safety and welfare of the Village of Palm Springs, its residents, visitors, and guests, and serves a valid public purpose.

NOW THEREFORE, BE IT ORDAINED BY THE VILLAGE COUNCIL OF THE VILLAGE OF PALM SPRINGS, FLORIDA:

Section 1. Recitals. The foregoing recitals are incorporated in this Ordinances as true and correct statements and findings of the Village Council of the Village of Palm Springs.

Section 2. Adoption of the Amendments. The Village Council of the Village of Palm Springs, Florida, hereby amends the Village's Comprehensive Plan with the adoption of the proposed Mobility Plan-related amendments, which are attached hereto and incorporated herein

in as Composite Exhibit "A" to respond to current conditions, changes to Florida law, and public input.

Section 3. Repeal of Conflicting Ordinances. All ordinances, resolutions or parts of ordinances and resolutions in conflict herewith are hereby repealed.

Section 4. Severability. If any word, clause, sentence, paragraph, section or part thereof contained in this Ordinance is declared to be unconstitutional, unenforceable, void or inoperative by a court of competent jurisdiction, such declaration shall not affect the validity of the remainder of this Ordinance.

Section 5. Applicability. This Ordinance shall be effective within the corporate limits of the Village of Palm Springs, Florida.

Section 6. Transmittal to all Appropriate Agencies. The Clerk is hereby directed forthwith to send a certified copy of this Ordinance to the Reviewing Agencies as defined in section 163.3184(1)(c), Florida Statutes.

Section 7. Transmittal to the State Land Planning Agency. The Clerk shall send a copy of this Ordinance to Florida Department of Commerce, Community Planning and Development Programs.

Section 8. Effective Date. The effective date of the Mobility Plan-related comprehensive plan amendments shall be in accordance with Section 163.3184, Florida Statutes; however, not later than thirty-one (31) days after the State Land Planning Agency (Department of Commerce) has received the completed Mobility Plan-related comprehensive plan amendments.

Council Member _____, offered the foregoing Ordinance, and moved its adoption. The motion was seconded by Council Member _____, and upon being put to a vote, the vote was as follows:

	Aye	Nay	Absent
BEV SMITH, MAYOR	☐	☐	☐
KIM SCHMITZ, VICE MAYOR	☐	☐	☐
GARY READY, MAYOR PRO TEM	☐	☐	☐
JONI BRINKMAN, COUNCIL MEMBER	☐	☐	☐
PATTI WALLER, COUNCIL MEMBER	☐	☐	☐

The Mayor thereupon declared this Ordinance approved and adopted by the Village Council of the Village of Palm Springs, Florida, on second reading, the _____ day of _____, 2025.

VILLAGE OF PALM SPRINGS, FLORIDA

BY:_____
BEV SMITH, MAYOR

First Reading:_____

Second Reading:_____

ATTEST:

BY: _____
KIMBERLY M. WYNN, CMC, VILLAGE CLERK

REVIEWED FOR LEGAL FORM AND SUFFICIENCY

BY: _____
CHRISTY GODDEAU, VILLAGE ATTORNEY

TRANSPORTATION AND MOBILITY ELEMENT

Goals, Objectives, and Policies

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INTRODUCTION

The goal of the Transportation Element of the Village of Palm Springs is to provide for a sufficient, safe, and cost-effective transportation system that provides for the controlled movement of people, goods, and services to, from, and within the Village.

This Transportation Element is closely coordinated with the Future Land Use Element to ensure that the transportation needs of current and future residents and visitors are met for all modes of transportation. The relevant data, inventory, and analysis of transportation conditions addresses the types, locations, capacity, and quality of existing and proposed mobility facilities. This information informs these Goals, Objectives, and Policies.

The Transportation Element is prepared in coordination with the Palm Beach Transportation Planning Agency's (TPA) 2045 Long Range Transportation Plan (LRTP); the Southeast Florida Transportation Council's (SEFTC) 2045 Regional Transportation Plan (RTP); and the Florida 2045 Transportation Plan. The Palm Tran *Accelerate 2031* Transit Development Plan (TDP) and the Village's own 2021 Transportation/Mobility Master Plan were also considered.

BACKGROUND

Incorporated in 1957, The Village of Palm Springs is a municipality in Palm Beach County, Florida with an estimated 2023 population of 27,167. The Village is situated adjacent to Greenacres, Atlantis, Lake Worth Beach, Lake Clarke Shores, and West Palm Beach. The Village has nearby access to Palm Beach International Airport, Palm Beach County Park / Lantana Airport, the Lake Worth Tri-Rail Station, and I-95.

The vast majority of Village workers (75%) commute to work in single-occupancy vehicles. More than 16% of Village workers carpool, and nearly 3% take public transit. Compared to Palm Beach County workers generally, of which 10% carpool and 1.4% take public transit, Village workers are more than 50% more likely to carpool and almost twice as likely to use public transportation. Far fewer Village residents work from home (4%) compared to Palm Beach County generally (12%).

The Village's public transportation needs are currently served by Palm Tran, Palm Beach County's bus transit service, with seven fixed routes serving the Village. Most of these routes are prioritized by Palm Tran for scheduling improvements, including the addition of Sunday service. Transit Hubs and Enhanced Transit Corridors within the Village have also been identified as 10-year facility needs.

MOBILITY PLAN ~~TRANSPORTATION/MOBILITY MASTER PLAN 2021~~

The Village completed a Transportation/Mobility Master Plan in 2021 to address roadway quality, capacity, multimodal connectivity, and bicycle and pedestrian safety. The report resulted in 30 ranked projects to be incorporated within the Village CIP over time, seeking funding from the TPA. Many of these projects have been completed or are underway. In 2025, the Village developed a Mobility Plan that identified improvements, programs, services, and studies, collectively referred to as "mobility projects", to mitigate the travel demand impacts of new development, enhance the existing transportation system, and serve as the basis for development of a mobility fee. The Village can utilize the identified mobility projects ~~rankings~~ when coordinating with the Palm Beach TPA to ensure that identified projects on major corridors, such as Congress Avenue, and 10th Avenue, are incorporated into the regional Long Range Transportation Plan for prioritization and funding.

VISION ZERO ORDINANCE 2021

The Village's 2021 Transportation/Mobility Master Plan includes the adoption of a Vision Zero implementation policy, directing the creation of a "multi-disciplinary leadership team to create and lead the planning effort." Within one year of initial commitment, this team should develop an action plan to achieve the goals set forth. The action plan must be implemented with clear strategies, 'owners' of each strategy, interim targets, timelines, and performance measures. Realistic thresholds are to be based upon available resources. The Vision Zero team, which will include representatives from the Village Manager's office, the Village Police, Public Works and Planning Departments, will meet quarterly, at minimum, to review data on crashes and other safety concerns. Traffic enforcement initiatives will also be reviewed. The team should also coordinate with Palm Beach County, the Palm Beach Transportation Planning Association (TPA), and the School District of Palm Beach County.

In 2021, the Village adopted a goal of "the elimination of traffic fatality and the reduction of serious injuries due to traffic accidents" and adopted "Vision Zero as the policy for road and traffic safety in the Village of Palm Springs", directing "near and long- term traffic planning to be based on Vision Zero principles" via Ordinance 2021-36.

VISION PLAN 2023

The Village of Palm Springs is a safe, vibrant, healthy community with an appropriate high-quality mix of uses provided within the Village to ensure that residents and visitors have services, activities and amenities needed to sustain it. The Village will focus on re-establishing an active, involved community by creating safe, public gathering spaces for residents to enjoy. The Village will stimulate the local economy by creating jobs, creating a commercial corridor that provides a variety of goods and services to support its residents and visitors. The Village will preserve its historical residential core neighborhoods. **The Village of Palm Springs will continue to seek opportunities to upgrade the transportation network to move people safely and efficiently.**

PLANNING HORIZON

Section 163.3177, Florida Statutes, requires that each comprehensive plan include at least two planning horizons: one for at least 10 years and one for at least 20 years. The two planning horizons established for the Village of Palm Springs Comprehensive Plan are fiscal year 2035 for the short-term planning period and fiscal year 2045 for the long-term planning period.

GOALS, OBJECTIVES, AND POLICIES

GOAL TM 1 SAFETY FOR ALL USERS

Goal TM 1 – The Village of Palm Springs shall develop and maintain a multimodal transportation system that provides safety for all users.

OBJECTIVE TM 1.1 VISION ZERO

Objective TM 1.1 – The Village of Palm Springs seeks to achieve the elimination of fatality and the reduction of serious injuries due to traffic accidents within the Village.

Policy TM 1.1.1 – The Village of Palm Springs shall maintain its Vision Zero Ordinance, adopted in 2021, to incorporate Vision Zero principles into its short-term and long-term transportation goals.

Policy TM 1.1.2 – The Village of Palm Springs shall prepare and adopt a Vision Zero Action Plan to achieve the Vision Zero objective.

Policy TM 1.1.3 – The Village's Vision Zero Action Plan shall be coordinated to the fullest extent possible with neighboring governments and agencies, including Palm Beach County, adjacent municipalities, the School District of Palm Beach County, the Palm Beach Transportation Planning Agency (TPA), and the Florida Department of Transportation (FDOT) and its Target Zero Campaign.

Policy TM 1.1.4 – The Village's Vision Zero Action Plan leadership team shall provide an annual report to the Village Council.

Policy TM 1.1.5 – The Village of Palm Springs shall regularly and comprehensively review crash data to identify trends, patterns, and contributing factors to traffic crashes such as traffic congestion, with the ultimate objective of developing targeted interventions and strategies to reduce the frequency and severity of crashes to zero.

Policy TM 1.1.6 – The Village of Palm Springs will continue to prioritize multi-modal safety and coordinate with FDOT and other partners to provide pedestrian and bicyclist outreach and education.

OBJECTIVE TM 1.2 MAINTENANCE

Objective TM 1.2 – The Village of Palm Springs seeks to provide well-maintained roadways for the safety and well-being of motorists, pedestrians and cyclists.

Policy TM 1.2.1 – The Village of Palm Springs shall implement a schedule for regular inspections of transportation facilities within the Village to identify potential hazards including but not limited to potholes, cracks or uneven surfaces.

Policy TM 1.2.2 – The Village of Palm Springs shall promptly repair local streets when potential hazards are identified in the regular inspections to prevent them from worsening and posing a threat to safety.

Policy TM 1.2.3 – The Village of Palm Springs shall maintain its roadway network to meet or exceed a Pavement Condition Index (PCI) of 80 or above.

Policy TM 1.2.4 – The Village of Palm Springs shall provide funding for the maintenance and repair of transportation facilities in the annual budgeting process.

Policy TM 1.2.5 – The Village of Palm Springs seeks to maintain roadways with clear and unobstructed signage indicating speed limits, lane divisions, pedestrian crossings, and other important information.

Policy TM 1.2.6 – The Village of Palm Springs seeks to ensure that drainage systems are properly maintained and functioning to prevent water accumulation on roadways, which can lead to hydroplaning and reduced traction.

Policy TM 1.2.7 – The Village of Palm Springs seeks to partner with other agencies responsible for roadway safety such as law enforcement, emergency services, FDOT and the Palm Beach TPA to ensure a safe transportation network.

GOAL TM 2 A VARIETY OF TRANSPORTATION OPTIONS

Goal TM 2 – The Village of Palm Springs seeks to provide a variety of transportation options to promote sustainability, reduce congestion and improve mobility.

OBJECTIVE TM 2.1 MODAL CHOICE

Objective TM 2.1 – The Village of Palm Springs will provide a transportation network that provides for both traditional and alternative modes of travel.

Policy TM 2.1.1 – The Village of Palm Springs shall evaluate new transportation facilities based upon the provision of multimodal choices and not based solely on their ability to relieve automobile congestion.

Policy TM 2.1.2 – The Village of Palm Springs shall continue to support FDOT, the Palm Beach TPA, and Palm Tran in their efforts to provide alternative modes of transportation in the Village.

Policy TM 2.1.3 – The Village of Palm Springs shall continue to coordinate with FDOT and the Palm Beach TPA to support the regional public transportation system and ensure that adequate public transit systems are available to its residents and visitors.

Policy TM 2.1.4 – The Village of Palm Springs shall continue to work with FDOT, adjoining jurisdictions, and developers to maintain and enhance facilities for safe bicycle and pedestrian travel, wherever applicable.

Policy TM 2.1.5 – The Village of Palm Springs shall improve crosswalks so that they are clearly marked and include signalization.

Policy TM 2.1.6 – The Village of Palm Springs shall continue to support the Tri-Rail commuter rail system as an alternative mode of transportation for the southeast region.

Policy TM 2.1.7 – The Village of Palm Springs shall continue to support the existing Interlocal Agreement with Palm Beach County that enables public transit to be provided in the unincorporated and incorporated areas of the county.

Policy TM 2.1.8 – The Village of Palm Springs will design and construct an internal walkable street network within the CRA that incorporates existing canals and connects to commercial corridors.

Policy TM 2.1.9 – The Village of Palm Springs shall, in coordination with FDOT and Palm Beach TPA, prioritize the provision of sidewalks and bikeways needs in the transportation planning and capital programming process to improve safety and congestion management.

Policy TM 2.1.10 – The Village of Palm Springs shall incorporate sidewalks into all road capacity improvement projects for collector and arterial roadways when feasible, and coordinate with FDOT regarding Complete Streets design for state highway system facilities serving the Village.

Policy TM 2.1.11 – The Village of Palm Spring will coordinate with FDOT and partner agencies to support and seek funding for enhancements to multi-modal improvements within the CRA, including but not limited to the installation of street trees, transit stops, and street furniture.

Policy TM 2.1.12 – The Village of Palm Springs will study the feasibility of providing local micro-transit service.

Policy TM 2.1.13 – The Village of Palm Springs supports a future potential local transit service providing an additional east-west transportation option along the Lake Worth Road corridor.

Policy TM 2.1.14 – The Village of Palm Springs shall identify locations for easement and/or right-of-way acquisition for the construction of transit infrastructure by 2035.

Policy TM 2.1.15 – The Village of Palm Springs shall require that all newly constructed walkways and sidewalks are constructed to meet applicable Americans with Disabilities Act (ADA) design requirements.

GOAL TM 3 EFFICIENT MOBILITY

Goal TM 3 – The Village of Palm Springs seeks to ensure the efficient and smooth movement of motorized vehicles, pedestrians, and cyclists throughout the transportation system ~~network~~.

OBJECTIVE TM 3.1 TRAFFIC PATTERNS

Objective TM 3.1 – The Village of Palm Springs shall establish traffic patterns that are safe and offer controlled movement for vehicular and non-vehicular traffic.

Policy TM 3.1.1 – The Village of Palm Springs shall maintain transportation design criteria in regulatory codes which protect the citizenry from unsafe ingress/egress points.

Policy TM 3.1.2 – The Village of Palm Springs shall consider alternative street design within and around the Village Hall complex and adjacent recreation facilities to establish this area as the focal point of the community while enhancing multi-modal transportation opportunities.

Policy TM 3.1.3 – The Village of Palm Springs shall ~~continue to~~ require that applicants provide a site assessment ~~traffic impact analysis~~ study for proposed developments that addresses internal circulation and on-site access connections to Village's transportation system for vehicular and non-vehicular travel as a condition of the Development Permit.

Policy TM 3.1.4 – Applicants for new development shall mitigate off-site traffic impacts to the transportation system through payment of a mobility fee to the Village ~~As part of the Concurrency Review Process, the Village of Palm Springs shall make sure necessary facilities and services are in place a~~t the time a Development Permit is issued.

Policy TM 3.1.5 – The Village of Palm Springs shall negotiate with Palm Beach County the utilization of a portion of mobility fees paid by applicants to mitigate traffic impacts and fund mobility projects on County Roads identified in the Village's Mobility Plan. ~~may issue a Development Permit if the Palm Beach County Traffic Engineering Division determines that the proposed development will not adversely affect the adopted level of service on the roadway, or if a proportionate fair-share payment agreement is approved.~~

Policy TM 3.1.6 – The Village of Palm Springs shall regulate on-street parking in public rights-of-way by maintaining provisions established in the Village's Land Development Code (LDC).

Policy TM 3.1.7 – The Village of Palm Springs shall continue to work cooperatively with surrounding jurisdictions to provide a uniform traffic control system within the Village and surrounding areas when practicable and feasible.

Policy TM 3.1.8 – The Village of Palm Springs shall maintain and enforce strict requirements within its development codes which regulate proper site distances to eliminate visual barriers which hinder the safety and efficient circulation of traffic.

Policy TM 3.1.9 – The Village of Palm Springs shall continue to support acquisition by Palm Beach County of additional rights-of-way to widen Tenth Avenue North in a manner that does not negatively impact businesses, site improvements, required landscape buffers, parking, and setbacks.

Policy TM 3.1.10 – The Village of Palm Springs shall coordinate closely with Palm Beach County on any future expansion of Kirk Road to ensure that the neighborhood character of the Village is retained. The Village supports the Palm Beach County Comprehensive Plan TRA Policy 1.4-U.6 which restricts portions of Kirk Road to three lanes and reserves excess rights of way for roundabouts, pedestrian and bicycle facilities and landscape buffering.

Policy TM 3.1.11 – The Village of Palm Springs shall develop and maintain regulations in the LDC that require new development to provide vehicular and non-vehicular ~~pedestrian~~ cross-access between adjacent properties to reduce the need for vehicular trips on external roadways.

Policy TM 3.1.12 – The Village of Palm Springs shall assess and implement traffic calming techniques such as alternative street design on roadways within the Village.

Policy TM 3.1.13 – The Village of Palm Springs shall establish access management standards in the LDC to ensure appropriate access to the Village's transportation system. The Village shall consult with F.A.C. 14-97.003 (Access Control Classification System and Access Management Standards) in the coordinating of planning, regulation, and design of access between roadways and land development to preserve the safety and efficiency of the transportation system.

OBJECTIVE TM 3.2 LAND USE RELATIONSHIP

Objective TM 3.2 – The Village of Palm Springs will provide an efficient interrelationship between the transportation system ~~network~~ and various land use activities within the Village.

Policy TM 3.2.1 – The Village of Palm Springs shall design each component of the transportation system ~~network~~ in coordination with the Future Land Use Map to ensure that it is consistent with existing and proposed population densities, housing needs, employment patterns, and land uses.

Policy TM 3.2.2 – The Village of Palm Springs shall carefully analyze street location and design in developing areas during the site plan review process and at the time of development to ensure that developments accommodate the transportation demands without creating adverse impacts on existing streets and traffic patterns.

Policy TM 3.2.3 – The Village of Palm Springs should limit ingress/egress generated by land use activities which impede traffic flow by discouraging the proliferation and placement of median cuts and curb cuts on major carriers of traffic, primarily Military Trail, Congress Avenue, Forest Hill Boulevard, Tenth Avenue North, and Lake Worth Road.

Policy TM 3.2.4 – The Village of Palm Springs should continue to monitor the requirements of off-street parking within the LDC to keep pace with growth and concurrent demands for commercial and multi-family needs.

Policy TM 3.2.5 – The Village of Palm Springs shall continue to collaborate with Palm Beach County and neighboring municipalities to ensure the Transportation Element and Mobility Plan is compatible with related municipal plans.

Policy TM 3.2.6 – The Village of Palm Springs shall continue to coordinate transportation mobility planning and mobility projects ~~improvements~~ with the Palm Beach TPA.

Policy TM 3.2.7 – The Village of Palm Springs will identify partner agency transportation projects and promote them to attract quality redevelopment within the CRA.

Policy TM 3.2.8 – The Village of Palm Spring's Future Land Use Element shall encourage ~~the development of~~ mixed-use developments to reduce the need for vehicular trips.

Policy TM 3.2.9 – The Village of Palm Springs shall coordinate transportation mobility planning with the Future Land Use Map of this Comprehensive Plan, the plans of the Palm Beach TPA, neighboring jurisdictions, and the FDOT 5-Year Transportation Plan

Policy TM 3.2.10 – The Village of Palm Springs LDC shall maintain provisions which seek to ensure that development near the airports shall occur in ways and at locations compatible with the airports' operation and expansion and with sensitivity to protecting existing residential and natural resources adjacent to the airports.

Policy TM 3.2.11 – The Village of Palm Springs shall carefully evaluate land use decisions in the vicinity of the Palm Beach International Airport and Palm Beach County Park (Lantana) Airport to ensure they are compatible with the current and future operation of the airport facility and the Future Land Use Element.

Policy TM 3.2.12 – The Village of Palm Springs shall ensure that additional land uses in the airport hazard area of the Palm Beach International Airport and Palm Beach County Park (Lantana) Airport shall comply with the airport zoning regulations.

Policy TM 3.2.13 – The Village of Palm Springs shall ensure that the height of structures and/or objects in new developments proposed in the airport hazard area shall not hinder airport operation or reduce navigable airspace.

Policy TM 3.2.14 – The Village of Palm Springs should incorporate FDOT roadway context classification and Complete Streets design principles into future development and redevelopment standards within the Village.

OBJECTIVE TM 3.3 DEMAND

Objective TM 3.3 – The Village of Palm Springs seeks to satisfy the majority of transportation demands within the Village, as identified in the Village's Mobility Plan. ~~Transportation Element's Data, Inventory and Analysis and best available data from Palm Beach County and the Palm Beach TPA.~~

Policy TM 3.3.1 – The Village of Palm Springs adopts the following Level Of Service (LOS) standards:

Village Local Roads: LOS "C" ~~for Annual Average Daily Traffic (AADT), and LOS "D" for Peak Hour~~

Village Collector Roads: LOS "D"

County Roads: LOS "D"

FDOT Roads: FDOT LOS standards ~~LOS "D"~~

Policy TM 3.3.2 – Level Of Service (LOS) standards are intended to be used for mobility planning purposes and site access studies, not for regulating development. The Village of Palm Springs recognizes County and FDOT's level of service standards but is not financially responsible for ensuring those standards are maintained. ~~The Village of Palm Springs shall continue to enforce the Palm Beach County Traffic Performance Standard Ordinance to ensure that roadway capacities will be available when necessitated by development.~~

Policy TM 3.3.3 – The Village may elect to establish standards that would require proposed amendments to the Comprehensive Plan that result in an increase in travel above to be defined thresholds to evaluate the impact of the development on Level Of Service (LOS) standards and to identify appropriate mitigation or require an update to mobility projects and the Village's mobility fee.

Policy TM 3.3.4 – The Village may evaluate the establishment of Street Quality of Service (QOS) standards as a complement to or as a replacement of Village and County Level Of Service (LOS) standards. The Village may also establish Street QOS standards for State Roads to be used in conjunction with FDOT established LOS standards.

Policy TM 3.3.5 – The Village may evaluate the establishment of Multimodal and Transit Quality of Service (QOS) standards.

Policy TM 3.3.6 – The Village will coordinate with FDOT on the utilization of Context Classifications for functionally classified roads in the Mobility Plan.

OBJECTIVE TM 3.4 NEEDS

Objective TM 3.4 – The Village of Palm Springs shall identify future roadway needs and capacity requirements for roads and streets within the Village as part of its Mobility Plan. ~~on an annual basis.~~

Policy TM 3.4.1 – The Village of Palm Springs shall continue to coordinate with the Palm Beach TPA to identify future transportation mobility needs in the Village and recommend funding be included in the Village's Capital Improvements Plan, as well as the TPA's Transportation Improvement Program (TIP).

Policy TM 3.4.2 – The Village of Palm Springs shall maintain its residential character by maintaining regulations in the LDC that prohibit interior Village streets with a right-of-way dimension of eighty (80) feet or less from becoming four (4) lane thoroughfares. Excess right of way shall be used for traffic calming, pedestrian/bicycle facilities, and/or landscaping.

Policy TM 3.4.3 – The Village of Palm Springs adopts the Palm Beach County Thoroughfare Right-of-Way Identification Map (TIM).

OBJECTIVE TM 3.5 FISCAL PRUDENCE

Objective TM 3.5 – The Village of Palm Spring's will pursue multiple sources of funding such as mobility fees, gas and sales tax, assessments and property tax, grants, loans, and partnerships for mobility projects identified in the Mobility Plan and for maintenance and operation of the existing transportation system. ~~Transportation Program shall be cost feasible.~~

Policy TM 3.5.1 – Before expanding the transportation system ~~network~~, the Village shall carefully scrutinize and investigate the utilization of existing facilities to determine if modifications to the current network would satisfy demands in a more cost-effective manner.

Policy TM 3.5.2 – The Village of Palm Springs shall pursue grant funding opportunities to offset transportation infrastructure costs.

Policy TM 3.5.3 – The Village of Palm Springs shall prioritize transportation funding that results in Complete Streets, providing mobility for all transportation system ~~network~~ users, in coordination with FDOT and the Palm Beach TPA.

GOAL TM 4 COORDINATED TRANSPORTATION PLANNING

Goal TM 4 – The Village of Palm Springs shall coordinate with Palm Beach County, surrounding municipalities and the Palm Beach TPA to achieve an efficient regional transportation system ~~network~~.

OBJECTIVE TM 4.1 EXTERNAL COORDINATION

Objective TM 4.1 – The Village of Palm Springs shall continue to partner with the Palm Beach TPA and its processes to guide long range transportation decisions and to coordinate transportation plans with the Florida Transportation Plan, the FDOT Adopted Work Program and TPA member governments' plans.

Policy TM 4.1.1 – Recognizing the growing need for regional connectivity, the Village of Palm Springs shall coordinate with the appropriate agencies, including Palm Beach County, Palm Beach TPA, and Palm Tran to support policies and programs that accomplish an efficient transportation system ~~network~~.

Policy TM 4.1.2 – The Village of Palm Springs shall continue to actively participate in the Palm Beach TPA in order to ensure that area-wide transportation planning decisions affecting the Village address the Village's needs and concerns.

Policy TM 4.1.3 – The Village of Palm Springs shall collaborate with the Palm Beach TPA when it develops its cost feasible Long Range Transportation Plan (LRTP) to prioritize transportation funding.

Policy TM 4.1.4 – The Village of Palm Springs will consider the Palm Beach TPA LRTP needs assessment to guide right-of-way protection and acquisition.

Policy TM 4.1.5 – The Village of Palm Springs shall work with the Palm Beach TPA to ensure that projects recommended in the Village's Mobility Plan ~~2021 Transportation/Mobility Master Plan~~ are incorporated into the LRTP for prioritization and funding.

Policy TM 4.1.6 – The Village of Palm Springs shall continue to coordinate with the Palm Beach TPA to update the urban area boundary and functional roadway classification map, every ten years following the US Census.

Policy TM 4.1.7 – The Village of Palm Springs shall update or modify this element, as needed, to ensure it is compatible with updates to the ~~Palm Beach County Comprehensive Plan and Unified Land Development Code (ULDC),~~ the Palm Beach TPA LRTP, and the FDOT Florida Transportation Plan.

Policy TM 4.1.8 – The Village of Palm Springs shall utilize its position within the Palm Beach TPA to advocate for improvements to the roadway segments within the Village that are anticipated to exceed adopted LOS standards ~~"D" by 2030,~~ as documented in the most recently adopted LRTP. ~~Village's 2021 Transportation/Mobility Master Plan.~~

Policy TM 4.1.9 – The Village of Palm Springs will maintain and abide by the 2018 Interlocal Agreement with Palm Beach County, as may be amended, to support the Airport Master Plans.

Policy TM 4.1.10 – The Village of Palm Springs shall maintain and enforce the airport zoning ordinances regulating land development activity in the vicinity of the Palm Beach International Airport and the Palm Beach County Park Airport.

Policy TM 4.1.11 – The Village of Palm Springs shall consider access routes to the Palm Beach International Airport and the Palm Beach County Park Airport during the street and highway planning processes of the Village, Palm Beach County, the Palm Beach TPA, and FDOT.

OBJECTIVE TM 4.2 ALTERNATIVE TRANSPORTATION SYSTEM ~~TCEA~~

Objective TM 4.2 – The Village of Palm Springs shall establish an alternative transportation system to replace transportation concurrency, transportation concurrency exception areas, and traffic mitigation payments and fees for development consistent with the Comprehensive Plan through adoption of a mobility fee based on the Village's Mobility Plan. ~~supports the Palm Beach County Urban Redevelopment Area (URA) Transportation Concurrency Exception Area (TCEA) which includes lands within the Village's~~

~~jurisdiction. The TCEA standards are established by Palm Beach County and delineated in the corresponding Policies. The supporting data and analysis are adopted by reference.~~

Policy TM 4.2.1 – The Village of Palm Springs Mobility Plan shall identify the mobility projects needed to accommodate travel demand from development, mitigate impacts to the transportation system from that development, and enhance mobility for the Village's residents, businesses, employees, students, patrons, and visitors. ~~supports and locally designates the TCEA for the Military Trail Corridor, Congress Avenue Corridor, Military Trail South Corridor, Lake Worth Road/Congress Avenue South Corridor, and the Florida Mango & 10th Avenue Node (identified in the Future Land Use Map Series).~~

Policy TM 4.2.3 – The Village of Palm Springs shall administer, implement, maintain, and periodically update its Mobility Plan and Mobility Fee to plan, design, fund, and construct mobility projects to enhance the transportation system. ~~Projects within the TCEA may utilize the concurrency provisions of the TCEA. Only projects that are consistent with the Palm Beach County URA Master Plan and associated land development regulations as adopted by the Palm Beach County Board of County Commissioners may utilize the provisions of the TCEA.~~

Policy TM 4.2.3 – The transportation network shall be planned and designed to accommodate and promote multiple modes of travel by advancing the following Mobility Plan tenets: ~~The Village of Palm Spring shall adopt local TCEA regulations, no later than 2025, consistent with the Palm Beach County TCEA policy.~~

a) Mobility: The ability to move people from place (origin) to place (destination) by multiple modes (walk, bike, transit, vehicle) of travel in a timely (speed) and efficient manner;

b) Accessibility: The ease at which people of all abilities and ages reach, enter, and use modes of travel at the origin and destination of their trip. Transit systems are frequently burdened with addressing the issue of first and last mile access. Providing Americans with Disabilities Act (ADA)-compliant curb access ramps at origins, destinations, intersections, driveways, and mid-block crossings is imperative to removing impediments for vulnerable users such as the disabled, children, the elderly, and people riding bicycles and micromobility devices;

c) Connectivity: The number of route options people have available to them and the directness and/or distance of those routes. Innovative approaches to enhance connectivity, such as low speed or shared streets, along with using paths, trails, and multi-modal ways for non-vehicular connections, improve mobility and accessibility for people walking, bicycling, accessing transit, and using new mobility technology;

d) Visibility: The frequency at which those driving a car see people walking, bicycling, riding various micromobility devices, and accessing transit. More people walking and biking equates to greater awareness that people walk and bicycle, which further equates to safety in numbers;

e) Continuity: The provision of uninterrupted consistency of sidewalks, paths, trails, and bike lanes in width and condition with logical beginning and endpoints that are without gaps and without sudden and abrupt termination. Roads do not suddenly terminate without warning, change number of lanes, or randomly change width without proper transitions and appropriate signage: neither should sidewalks, paths, trails, or bike lanes;

f) Safety: The combination of behavioral and physical design elements of the built environment that make the multi-modal transportation system comfortable and pleasant for all ages and abilities;

g) Equity: The ability to access relevant activities such as employment, education, entertainment, health care, personal services, recreation, and retail opportunities by people of all ages, abilities, race, and socioeconomic strata without undue and unjust burden. Equitable mobility provides transportation mobility for not only underserved or disadvantaged communities but also vulnerable users. People have a fundamental right to move around easily, safely, and conveniently;

h) Social Value: The people-to-people connections one experiences in a shared space environment, whether biking, walking, or riding transit. The social value of these interactions increases both individual happiness and societal happiness through active engagement with the community that overall increases the quality of life and fosters independence, especially for children and the elderly.

i) Comfort: The sum of all the mobility plan tenets plus the overall quality of the built environment provided for the various mobility modes that allow for comfortable travel, trip satisfaction, travel choice, and time-cost choice.

Policy TM 4.2.4 – The Village of Palm Springs shall consult with the County, FDOT, the Palm Beach TPA, other transportation providers, and drainage authorities on the identification of mobility projects and development, maintenance, and update of the Village's Mobility Plan. ~~The Village of Palm Springs acknowledges that Palm Beach County determines whether proposed TCEA projects within the Village are generally consistent with the goals and objectives of the URA Master Plan and Regulating Plan.~~

Policy TM 4.2.5 – The mobility projects established in the Mobility Plan shall serve as the basis for calculation of the Village's mobility fee. The mobility fee shall be a one-time assessment to mitigate the impact of development on the transportation system. The mobility fee shall meet the dual rational nexus test and shall be roughly proportional to the person travel demand generated by development. ~~The Village of Palm Springs acknowledges that each section of the TCEA shall be limited to the maximum allowable number of units, square footage, total daily trips, and total P.M. peak hour trips identified in Tables TM-1 through TM-5.~~

Policy TM 4.2.6 – The mobility fee shall be the only transportation mitigation fee assessed on development within the Village to ensure that new development is not held to a higher standard than existing development, is not assessed for systemwide deficiencies, is not paying twice for the same impacts, and is not paying more than the cost of mobility projects reasonably attributable to the travel demand impact of new development. ~~The Village of Palm Springs shall adopt and maintain regulations in the LDC which require that proposed TCEA project applicants submit a traffic generation study for approval to the Palm Beach County Engineer, showing external project traffic and all other existing and committed development traffic in the area to demonstrate that the proposed project is within the limits for allowable land uses and trips set forth in Tables TM-1 through TM-5.~~

Policy TM 4.2.7 – The Village of Palm Springs will make its best efforts to negotiate an interlocal agreement with the County to allocate a share of the mobility fees collected within the Village to fund mobility projects on County Roads identified in the Village's Mobility Plan. ~~will attempt to acknowledges that Palm Beach County maintains that no building permits shall be issued for new development in a section of the TCEA when the applicable maximum allowable limit for that land use is reached in that TCEA section.~~

~~***Policy TM 4.2.8*** – The Village of Palm Springs acknowledges that any project utilizing this TCEA and significantly impacting the Strategic Intermodal System (SIS) shall be required to address its impacts on SIS facilities pursuant to the Palm Beach County ULDC.~~

~~***Policy TM 4.2.9*** – The Village of Palm Springs shall continue to coordinate with Palm Beach County regarding policies for the TCEA, pursuant to section 163.3180, Fla. Stat., and the Village shall update its Comprehensive Plan within 18 months of any TCEA policy update to the County's Comprehensive Plan.~~

~~TABLE TM-1~~

Urban Redevelopment Area–TCEA for Military Trail Corridor Monitoring Table

Allowable Land Use Intensities	Residential/ Rental Units	Retail[2]	Industrial/ Warehouse	Office	Other Non-residential
Existing Land Use Totals	677	1,368,176	150,313	89,315	247,426
Planned Land Use Totals [1] Allowable variance +/- (%)	2766 15%	1,432,127 25%	300,669 10%	153,266 10%	247,426 10%
Maximum Allowable Minimum Allowable	3181 2351	1,790,159 1,074,095	330,736 270,602	168,593 137,939	272,169 222,683
Allowable Vehicle Trips	**Daily Traffic**		**PM Peak Hour Traffic**		
Planned Land Use Net New Trips	21,210		2,207		
Allowable Land Use Ratios	**Residential/ Office**		**Residential/ Other Non-Residential (Inc. Industrial)**		
Minimum Allowable Ratios[3]	14.0		3.9		

1 Includes existing development
2 The unit for Non-residential developments is in square feet (sft).
3 Residential units divided by 1000 sft of Office or Other Non-Residential uses (Incl. Industrial).

~~TABLE TM-2~~

Urban Redevelopment Area–TCEA for Congress Avenue Corridor Monitoring Table

Allowable Land Use Intensities	Residential/ Rental Units	Retail[2]	Industrial/ Warehouse	Office	Other Non-residential
Existing Land Use Totals	1,743	574,144	35,146	134,716	58,188
Planned Land Use Totals [1] Allowable variance +/- (%)	1,743 15%	619,949 25%	815,146 15%	180,521 25%	58,188 25%
Maximum Allowable Minimum Allowable	2,004 1,482	774,936 464,962	937,418 692,874	225,651 135,391	72,735 43,641
Allowable Vehicle Trips	**Daily Traffic**		**PM Peak Hour Traffic**		
Planned Land Use Net New Trips	17,417		1,872		
Allowable Land Use Ratios	**Residential/ Office**		**Residential/ Other Non-Residential (Inc. Industrial)**		
Minimum Allowable Ratios[3]	6.6		1.47		

1 Includes existing development
2 The unit for Non-residential developments is in square feet (sft).
3 Residential units divided by 1000 sft of Office or Other Non-Residential uses (Incl. Industrial).

~~TABLE TM-3~~

Urban Redevelopment Area–TCEA for Military Trail South Corridor
MONITORING TABLE

Allowable Land Use Intensities	Residential/ Rental Units	Retail[2]	Industrial/ Warehouse	Office	Other Non-Residential
Existing Land Use Totals	168	1,032,180	120,880	119,302	117,109
Planned Land Use Totals[1] Allowable variance +/- (%)	1,871 15%	1,954,540 25%	582,060 10%	1,041,662 10%	117,109 10%
Maximum Allowable Minimum Allowable	5,602 4,140	2,443,175 1,465,905	640,266 523,854	1,145,828 937,496	128,820 105,398

Allowable Vehicle Trips	Daily Traffic	PM Peak Hour Traffic
Planned Land Use Net New Trips	84,340	8,792
Allowable Land Use Ratios at Buildout	**Residential/Office**	**Residential/Other Non-Residential (Incl. Industrial)**
Minimum Allowable Ratios[3]	3.6	5.4

1 Includes existing development
2 The unit for Non-residential developments is in square feet (sft).
3 Residential units divided by 1000 sft of Office or Other Non-Residential uses (Incl. Industrial)

~~TABLE TM-4~~

Urban Redevelopment Area–TCEA for Lake Worth Rd/Congress Ave South Corridor
MONITORING TABLE

Allowable Land Use Intensities	Residential/ Rental Units	Retail[2]	Industrial/ Warehouse	Office	Other Non-Residential
Existing Land Use Totals	266	403,369	240,275	222,571	86,967
Planned Land Use Totals[1] Allowable variance +/- (%)	1,152 15%	914,009 25%	495,595 10%	733,211 10%	86,967 10%
Maximum Allowable Minimum Allowable	1,325 979	1,142,511 685,507	545,151 446,039	806,532 659,890	95,664 78,270

Allowable Vehicle Trips	Daily Traffic	PM Peak Hour Traffic
Planned Land Use Net New Trips	34,390	3,773
Allowable Land Use Ratios at Buildout	**Residential/Office**	**Residential/Other Non-Residential (Incl. Industrial)**
Minimum Allowable Ratios[3]	1.2	1.5

1 Includes existing development
2 The unit for Non-residential developments is in square feet (sft).
3 Residential units divided by 1000 sft of Office or Other Non-Residential uses (Incl. Industrial)

~~TABLE TM-5~~

Urban Redevelopment Area–TCEA for Florida Mango & 10th Avenue Node
MONITORING TABLE

Allowable Land Use Intensities	Residential/ Rental Units	Retail[2]	Industrial/ Warehouse	Office	Other Non-Residential
Existing Land Use Totals	13	90,095	NA	95,705	NA
Planned Land Use Totals[1] Allowable variance +/- (%)	107 15%	223,715 25%	66,810 10%	229,325 10%	NA
Maximum Allowable Minimum Allowable	123 91	279,644 167,786	73,491 60,129	252,258 206,393	NA

Allowable Vehicle Trips	Daily Traffic	PM Peak Hour Traffic
Planned Land Use Net New Trips	7,644	859
Allowable Land Use Ratios at Buildout	**Residential/Office**	**Residential/Other Non-Residential (Incl. Industrial)**
Minimum Allowable Ratios[3]	0.36	1.24

1 Includes existing development
2 The unit for Non-residential developments is in square feet (sft).
3 Residential units divided by 1000 sft of Office or Other Non-Residential uses (Incl. Industrial)

DEFINITIONS AND ACRONYMS

Complete Streets - Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders. The concept of Complete Streets encompasses many approaches to planning, designing, and operating roadways and rights of way with all users in mind to make the transportation network safer and more efficient. Complete Street policies are set at the state, regional, and local levels and are frequently supported by roadway design guidelines.

Development - New development, redevelopment, ~~or~~ expansion of existing development, change or use, or modification of land.

Functional Classification – The assignment of roadways into systems according to the character of service they provide in relation to the total roadway network. This is done on a decennial basis (every 10 years) following every Census, FDOT in coordination with Federal Highway Administration (FHWA) and local partners are required to update Urban Boundary and Functional Classification for the State of Florida.

Impact – An increase in travel demand by development above the demand generated by the existing use of property.

Level of Service (LOS) - A qualitative examination of traveler quality of service provided by a transportation facility or service.

Local Roads - Generally, provide access to abutting properties. Local roads possess relatively low traffic volumes, operating speeds, and trip lengths and minimal through traffic movements. When high traffic volumes compromise a local road's ability to accommodate pedestrian and bicycle traffic, the road should be considered for designation as a significant local road.

Long Range Transportation Plan (LRTP) - A ~~county transportation organization's~~ long range ~~(25 year)~~ strategy, financial, and capital improvement program developed to guide the effective investment of public funds in transportation facilities. The plan is updated every five years and may be amended as a result of changes in projected federal, state, and local funding, major improvement studies, congestion management system plans, interstate interchange justification studies and environmental impact studies.

Principal Arterials - Facilitate relatively long trip lengths at moderate to high operating speeds with somewhat limited access to adjacent properties. Principal arterials generally serve major centers of activity in urban areas and have the highest traffic volume corridors.

Major Collectors - Collect and distribute significant amounts of traffic between arterials, minor collectors, and local roads at moderate to low operating speeds. Major collectors provide for more accessibility to adjacent properties than arterials.

Minor Arterials - Provide somewhat shorter trip lengths than major arterials and generally interconnect with and augment major arterial routes at moderate operating speeds and allowing somewhat greater access to adjacent properties than major arterials.

Minor Collectors - Collect and distribute moderate amounts of traffic between arterials, major collectors, and local roads at relatively low operating speeds with greater accessibility than major collectors.

Mobility - The movement of people and goods from an origin (beginning point) to a destination (end point) by multiple modes of travel in a timely (speed) manner. ~~Movement of people and goods.~~

Mobility Fee - A monetary exaction imposed on new development, that results in an increase in impact to the transportation system, to fund mobility projects identified in the most recently adopted mobility plan.

Mobility Plan - The establishment of mobility projects within and adjacent to the Village to meet future travel demand from new development within the Village over a 10 to 20 year period that serves as the basis for the Village's mobility fee.

Mobility Project - The improvements, programs, services, and studies identified in the most recently adopted mobility plan to accommodate the impacts from new development within the Village and to enhance the safety, connectivity, and convenience of the transportation system.

Mode - The choice of travel that a person undertakes and can include walking, jogging, running, bicycling, paddling, scooting, flying, driving a vehicle, riding a boat, rail, transit, taxi, using a new mobility technology, and the conveyance of goods by air, pipeline, rail, space, vehicle or water. ~~Any one of the following means of moving people or goods: aviation, bicycle, highway, paratransit, pedestrian, pipeline, rail (commuter, intercity passenger, or freight), transit, space, and water.~~

Multimodal - Incorporating more than one travel mode.

Multimodal Corridors - Designed in accordance with Complete Street concepts but will not include any additional vehicular travel lanes. Multimodal improvements will include a mixture of bicycle lanes, bicycle racks, sidewalks, multi-use paths, trails, transit stops, transit pullout bays, transit vehicles, vehicular turn lanes and roundabouts.

~~**Multi-Use Trail -** A paved, shared use path, which is typically 12 feet wide, but may commonly vary from 10 feet to 14 or more feet depending upon constraints of volume of use.~~

Palm Tran - the public transit system serving Palm Beach County. Palm Tran provides a fixed route bus, paratransit, and localized dial-a-ride services, with interconnectivity to other public and private transit.

Quality of Service (QOS) - A quantitative stratification of the quality of service of personal mobility stratified into six letter grade levels, with "A" describing the highest quality and "F" describing the lowest quality: a discrete stratification of a quality-of-service continuum.

Shared-Use Path - A paved path typically 12 feet wide but may commonly vary from 10 feet to 14 or more feet depending upon constraints of volume of use, separated from vehicle travel lanes and designed for use of non-vehicular modes of travel.

Strategic Intermodal System (SIS) - Florida's transportation system composed of facilities and services of statewide and interregional significance, including appropriate components of all modes.

Transit – For the purposes of this analysis, a mode of public or private mass transportation, alternative to private single-occupancy motor vehicle travel, whereby the passenger is typically not in control of the mechanism of transport which typically runs along fixed, scheduled, or bounded routes, including, but not limited to bus, trolley, train, ferry, or subway.

~~**Transportation Concurrency Exception Area (TCEA)** – Areas designated by Palm Beach County which allow an exception from the concurrency requirements for transportation facilities if the proposed development is consistent with the adopted Village comprehensive plan and is located within an area designated in a comprehensive plan for urban infill development, urban redevelopment, or downtown revitalization.~~

Transportation Improvement Program (TIP) - The Transportation Improvement Program (TIP) is a document that outlines transportation projects and programs scheduled to receive federal funding over a specified period, typically covering a period of four years. The TIP is a key component of the transportation planning process and is developed through a cooperative effort involving the Palm Beach TPA, FDOT and other stakeholders.

Transportation Planning Agency (TPA) - The Palm Beach County-wide organization made up of local elected and appointed officials responsible for developing, in cooperation with the state and public transportation providers, transportation plans and programs. Synonymous with a Metropolitan Planning Organization (MPO), the TPA is responsible for the development of transportation facilities that function as an intermodal transportation system and the coordination of transportation planning and funding decisions.

Transportation System – The right-of-way, easements, roads, streets, alleyways, curb-cuts, on-street parking, traffic control devices, stormwater management facilities, utilities, sidewalks, bike lanes, bridges, boardwalks, shared-use paths, trails, and transit facilities that allow for circulation, mobility, and parking within the Village and accessibility to land uses, property, and modes of transportation within the Village.

Travel Demand – The mode of transportation mobility that people choose to use, and how those choices result in trips of varying lengths on the transportation network.

Urban Collector - Roads located inside the urbanized or the urban area, while Rural Collector roads are those roads located outside the urbanized or urban area.

Work Program - The five-year listing of all transportation projects planned for each fiscal year by the Florida Department of Transportation, as adjusted for the legislatively approved budget for the first year of the program.

GO Palm Springs MOBILITY Plan and Fee

Village of Palm Springs

MOBILITY PLAN AND FEE

Planning Board

MOBILITY COHORT

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

Introduction



Jonathan Paul, AICP

Mobility Planner

NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES



Uyen Dang, PE

Transportation Engineer

DDEC

What is a Mobility Plan?

- **A Mobility Plan** is a 20 year vision of the Town's transportation system to transition from one focused primarily on moving vehicles to moving people.

- **Mobility Plans** create a balance between reducing congestion and support community growth.

- **Mobility Plans** are required by Florida Statute to serve as the basis for development of a **Mobility Fee.**



Why do we need it?

A **Mobility Plan** is the basis to establish a Mobility Fee.

A Mobility Plan assists the Town in prioritizing projects in their long range plans and helps get projects funded

Mobility fees, established through mobility plans, create additional revenue that the Town can use to fund mobility projects.



Complete Streets



ACTIVE SIDEWALKS

DEDICATED BIKE LANES

ACTIVE ROADWAY

SAFE CROSSWALKS

FURNISHING ZONE

GREEN SPACES

Community Engagement

VILLAGE OF PALM SPRINGS VISION ZERO

Hispanic Heritage Festival



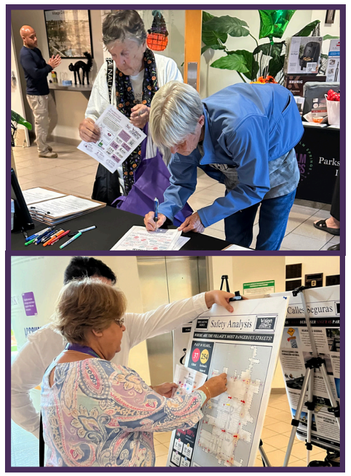
9/21/2024

Spooky Springs Halloween Trunk or Treat



10/19/2024

Senior Citizen Health Expo



10/30/2024

Village Tree Lighting



12/7/2024

Touch a Truck



2/8/2025

5
Community Events

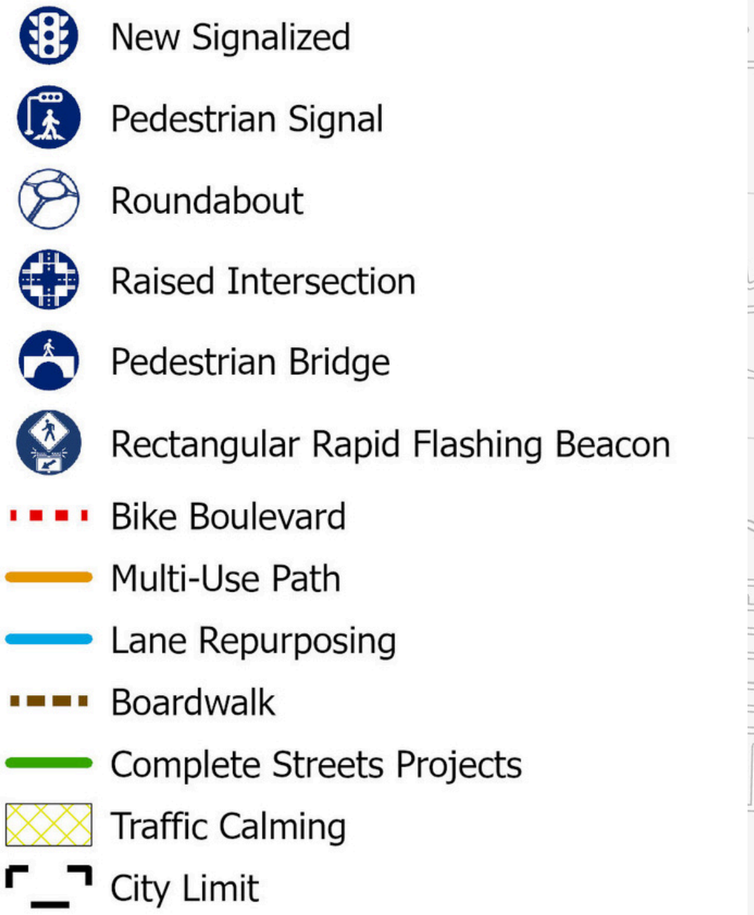
ENGAGEMENT

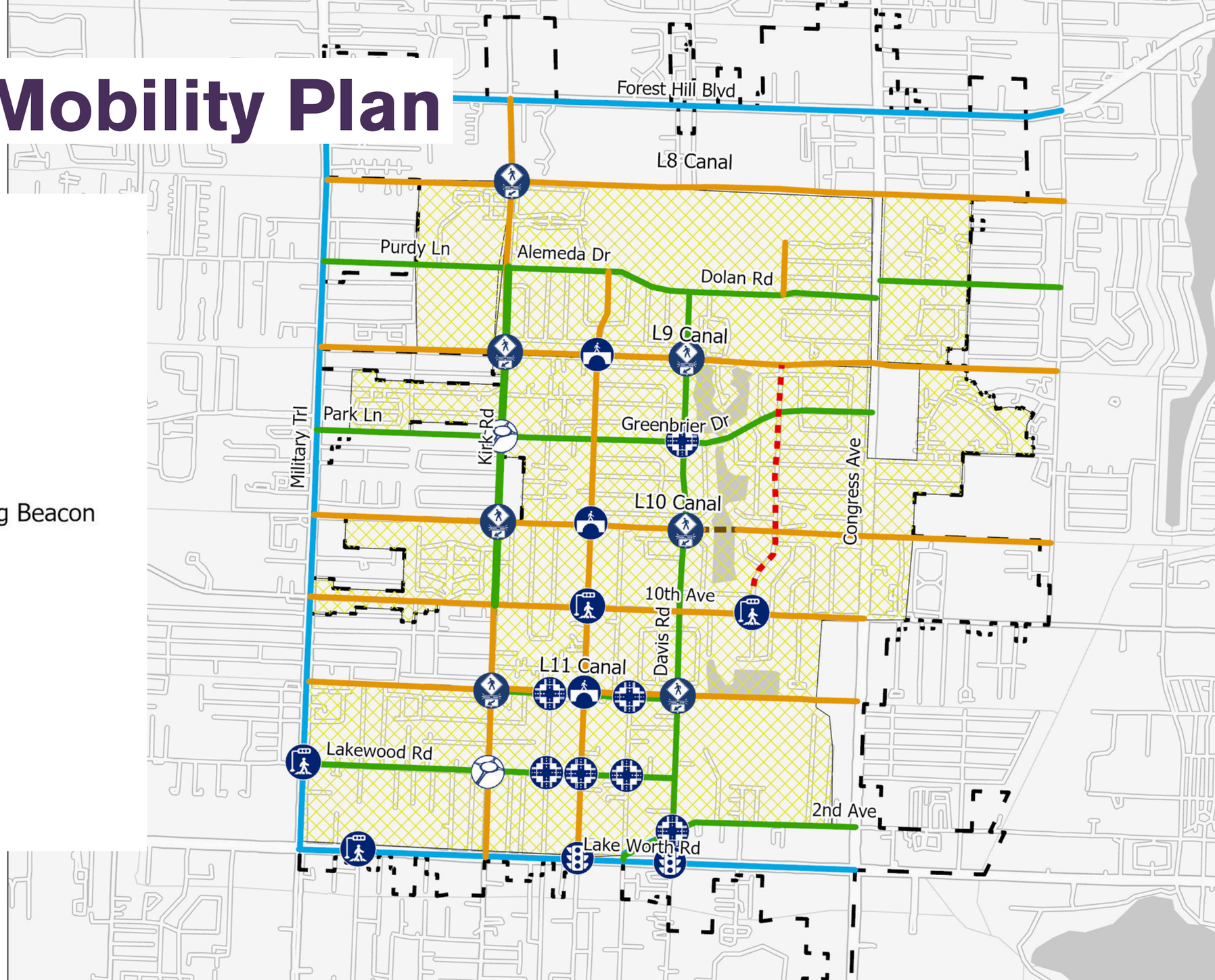
400+
Residents and Visitors

111
Surveys Collected

Draft 2045 Mobility Plan

VILLAGE OF PALM SPRINGS MOBILITY STUDY AND FEE





Draft 2045 Mobility Plan

VILLAGE OF PALM SPRINGS MOBILITY STUDY AND FEE







11 Miles

Separated/Protected Bike Lanes

14 Miles

Sidewalks and Curb Ramps

49 Miles

Traffic Calmed Streets

Transit Shuttle

Wayfinding

Villagewide Lighting

Shade Trees

New Crosswalks

Vision Zero
VILLAGE OF PALM SPRINGS

9 Miles

Complete Streets Projects

Comprehensive Plan Amendment

- Draft Comprehensive Plan Amendment
- Incorporate Mobility Plan and Mobility Fee

Questions and Comments?

Next Steps

- Transmit Comprehensive Plan Amendment
- Complete Mobility Plan and Mobility Fee Technical Report
- Draft Mobility Fee Ordinance
- 1st Reading of the Mobility Fee Ordinance and Comprehensive Plan Amendment adoption
- 2nd Reading of Mobility Fee Ordinance and Adoption

CHAPTER 2024-266

Committee Substitute for House Bill No. 479

An act relating to alternative mobility funding systems and impact fees; amending s. 163.3164, F.S.; providing definitions; amending s. 163.3180, F.S.; revising requirements relating to agreements to pay for or construct certain improvements; authorizing certain local governments to adopt an alternative transportation system that is mobility-plan and fee-based in certain circumstances; prohibiting an alternative transportation system from imposing responsibility for funding an existing transportation deficiency upon new development; requiring counties and municipalities to create and execute interlocal agreements if a developer is charged a fee for transportation impacts for a new development or redevelopment; providing requirements for such agreements; providing requirements for when such interlocal agreements are not executed by a specified date; authorizing a local government that issues the building permit to collect a fee for transportation impacts under certain circumstances unless otherwise agreed; amending s. 163.31801, F.S.; revising requirements for the calculation of impact fees by certain local governments and special districts; requiring local governments transitioning to alternative transportation systems to provide holders of impact fee credits with full benefit of intensity and density of prepaid credit balances as of a specified date in certain circumstances; amending s. 212.055, F.S.; conforming a cross-reference; providing an effective date.

Be It Enacted by the Legislature of the State of Florida:

Section 1. Subsections (32) through (52) of section 163.3164, Florida Statutes, are renumbered as subsections (34) through (54), respectively, and new subsections (32) and (33) are added to that section, to read:

163.3164 Community Planning Act; definitions.—As used in this act:

(32) "Mobility fee" means a local government fee schedule established by ordinance and based on the projects included in the local government's adopted mobility plan.

(33) "Mobility plan" means an alternative transportation system mobility study developed by using a plan-based methodology and adopted into a local government comprehensive plan that promotes a compact, mixed use, and interconnected development served by a multimodal transportation system in an area that is urban in character, or designated to be urban in character, as defined in s. 171.031.

Section 2. Paragraphs (h) and (i) of subsection (5) of section 163.3180, Florida Statutes, are amended, and paragraph (j) is added to that subsection, to read:

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163.3180 Concurrency.—

(5)

(h)1. Local governments that continue to implement a transportation concurrency system, whether in the form adopted into the comprehensive plan before the effective date of the Community Planning Act, chapter 2011-139, Laws of Florida, or as subsequently modified, must:

a. Consult with the Department of Transportation when proposed plan amendments affect facilities on the strategic intermodal system.

b. Exempt public transit facilities from concurrency. For the purposes of this sub-subparagraph, public transit facilities include transit stations and terminals; transit station parking; park-and-ride lots; intermodal public transit connection or transfer facilities; fixed bus, guideway, and rail stations; and airport passenger terminals and concourses, air cargo facilities, and hangars for the assembly, manufacture, maintenance, or storage of aircraft. As used in this sub-subparagraph, the terms "terminals" and "transit facilities" do not include seaports or commercial or residential development constructed in conjunction with a public transit facility.

c. Allow an applicant for a development-of-regional-impact development order, development agreement, rezoning, or other land use development permit to satisfy the transportation concurrency requirements of the local comprehensive plan, the local government's concurrency management system, and s. 380.06, when applicable, if:

(I) The applicant in good faith offers to enter into a binding agreement to pay for or construct its proportionate share of required improvements in a manner consistent with this subsection. The agreement must provide that after an applicant makes its contribution or constructs its proportionate share pursuant to this sub-sub-subparagraph, the project shall be considered to have mitigated its transportation impacts and be allowed to proceed if the applicant has satisfied all other local government development requirements for the project.

(II) The proportionate-share contribution or construction is sufficient to accomplish one or more mobility improvements that will benefit a regionally significant transportation facility. A local government may accept contributions from multiple applicants for a planned improvement if it maintains contributions in a separate account designated for that purpose. A local government may not prevent a single applicant from proceeding after the applicant has satisfied its proportionate-share requirement if the applicant has satisfied all other local government development requirements for the project.

d. Provide the basis upon which the landowners will be assessed a proportionate share of the cost addressing the transportation impacts resulting from a proposed development.

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2. An applicant shall not be held responsible for the additional cost of reducing or eliminating deficiencies. When an applicant contributes or constructs its proportionate share pursuant to this paragraph, a local government may not require payment or construction of transportation facilities whose costs would be greater than a development's proportionate share of the improvements necessary to mitigate the development's impacts.

a. The proportionate-share contribution shall be calculated based upon the number of trips from the proposed development expected to reach roadways during the peak hour from the stage or phase being approved, divided by the change in the peak hour maximum service volume of roadways resulting from construction of an improvement necessary to maintain or achieve the adopted level of service, multiplied by the construction cost, at the time of development payment, of the improvement necessary to maintain or achieve the adopted level of service.

b. In using the proportionate-share formula provided in this subparagraph, the applicant, in its traffic analysis, shall identify those roads or facilities that have a transportation deficiency in accordance with the transportation deficiency as defined in subparagraph 4. The proportionate-share formula provided in this subparagraph shall be applied only to those facilities that are determined to be significantly impacted by the project traffic under review. If any road is determined to be transportation deficient without the project traffic under review, the costs of correcting that deficiency shall be removed from the project's proportionate-share calculation and the necessary transportation improvements to correct that deficiency shall be considered to be in place for purposes of the proportionate-share calculation. The improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for the facility. The development's proportionate share shall be calculated only for the needed transportation improvements that are greater than the identified deficiency.

c. When the provisions of subparagraph 1. and this subparagraph have been satisfied for a particular stage or phase of development, all transportation impacts from that stage or phase for which mitigation was required and provided shall be deemed fully mitigated in any transportation analysis for a subsequent stage or phase of development. Trips from a previous stage or phase that did not result in impacts for which mitigation was required or provided may be cumulatively analyzed with trips from a subsequent stage or phase to determine whether an impact requires mitigation for the subsequent stage or phase.

d. In projecting the number of trips to be generated by the development under review, any trips assigned to a toll-financed facility shall be eliminated from the analysis.

e. The applicant shall receive a credit on a dollar-for-dollar basis for impact fees, mobility fees, and other transportation concurrency mitigation requirements paid or payable in the future for the project. The credit shall be

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reduced up to 20 percent by the percentage share that the project's traffic represents of the added capacity of the selected improvement, or by the amount specified by local ordinance, whichever yields the greater credit.

3. This subsection does not require a local government to approve a development that, for reasons other than transportation impacts, is not qualified for approval pursuant to the applicable local comprehensive plan and land development regulations.

4. As used in this subsection, the term "transportation deficiency" means a facility or facilities on which the adopted level-of-service standard is exceeded by the existing, committed, and vested trips, plus additional projected background trips from any source other than the development project under review, and trips that are forecast by established traffic standards, including traffic modeling, consistent with the University of Florida's Bureau of Economic and Business Research medium population projections. Additional projected background trips are to be coincident with the particular stage or phase of development under review.

(i) If a local government elects to repeal transportation concurrency, the local government may ~~it is encouraged to~~ adopt an alternative transportation system that is mobility-plan and fee-based or an alternative transportation system that is not mobility-plan and fee-based. The local government ~~mobility funding system that uses one or more of the tools and techniques identified in paragraph (f). Any alternative mobility funding system adopted~~ may not use an alternative transportation system ~~be used~~ to deny, time, or phase an application for site plan approval, plat approval, final subdivision approval, building permits, or the functional equivalent of such approvals provided that the developer agrees to pay for the development's identified transportation impacts via the funding mechanism implemented by the local government. The revenue from the funding mechanism used in the alternative transportation system must be used to implement the needs of the local government's plan which serves as the basis for the fee imposed. An alternative transportation ~~A mobility fee-based funding~~ system must comply with s. 163.31801 governing impact fees. An alternative transportation system may not impose ~~that is not mobility fee-based shall not be applied in a manner that imposes~~ upon new development any responsibility for funding an existing transportation deficiency as defined in paragraph (h).

(j)1. If a county and municipality charge the developer of a new development or redevelopment a fee for transportation capacity impacts, the county and municipality must create and execute an interlocal agreement to coordinate the mitigation of their respective transportation capacity impacts.

2. The interlocal agreement must, at a minimum:

a. Ensure that any new development or redevelopment is not charged twice for the same transportation capacity impacts.

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b. Establish a plan-based methodology for determining the legally permissible fee to be charged to a new development or redevelopment.

c. Require the county or municipality issuing the building permit to collect the fee, unless agreed to otherwise.

d. Provide a method for the proportionate distribution of the revenue collected by the county or municipality to address the transportation capacity impacts of a new development or redevelopment, or provide a method of assigning responsibility for the mitigation of the transportation capacity impacts belonging to the county and the municipality.

3. By October 1, 2025, if an interlocal agreement is not executed pursuant to this paragraph:

a. The fee charged to a new development or redevelopment shall be based on the transportation capacity impacts apportioned to the county and municipality as identified in the developer's traffic impact study or the mobility plan adopted by the county or municipality.

b. The developer shall receive a 10 percent reduction in the total fee calculated pursuant to sub-subparagraph a.

c. The county or municipality issuing the building permit must collect the fee charged pursuant to sub-subparagraphs a. and b. and distribute the proceeds of such fee to the county and municipality within 60 days after the developer's payment.

4. This paragraph does not apply to:

a. A county as defined in s. 125.011(1).

b. A county or municipality that has entered into, or otherwise updated, an existing interlocal agreement, as of October 1, 2024, to coordinate the mitigation of transportation impacts. However, if such existing interlocal agreement is terminated, the affected county and municipality that have entered into the agreement shall be subject to the requirements of this paragraph unless the county and municipality mutually agree to extend the existing interlocal agreement before the expiration of the agreement.

Section 3. Paragraph (a) of subsection (4), paragraph (a) of subsection (5), and subsection (7) of section 163.31801, Florida Statutes, are amended to read:

163.31801 Impact fees; short title; intent; minimum requirements; audits; challenges.—

(4) At a minimum, each local government that adopts and collects an impact fee by ordinance and each special district that adopts, collects, and administers an impact fee by resolution must:

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(a) Ensure that the calculation of the impact fee is based on a study using the most recent and localized data available within 4 years of the current impact fee update. The new study must be adopted by the local government within 12 months of the initiation of the new impact fee study if the local government increases the impact fee.

(5)(a) Notwithstanding any charter provision, comprehensive plan policy, ordinance, development order, development permit, or resolution, the local government or special district that requires any improvement or contribution must credit against the collection of the impact fee any contribution, whether identified in a development order, proportionate share agreement, or any ~~other~~ form of exaction, related to public facilities or infrastructure, including monetary contributions, land dedication, site planning and design, or construction. Any contribution must be applied on a dollar-for-dollar basis at fair market value to reduce any impact fee collected for the general category or class of public facilities or infrastructure for which the contribution was made.

(7) If an impact fee is increased, the holder of any impact fee credits, whether such credits are granted under s. 163.3180, s. 380.06, or otherwise, which were in existence before the increase, is entitled to the full benefit of the intensity or density prepaid by the credit balance as of the date it was first established. If a local government adopts an alternative transportation system pursuant to s. 163.3180(5)(i), the holder of any transportation or road impact fee credits granted under s. 163.3180 or s. 380.06 or otherwise that were in existence before the adoption of the alternative transportation system is entitled to the full benefit of the intensity and density prepaid by the credit balance as of the date the alternative transportation system was first established.

Section 4. Paragraph (d) of subsection (2) of section 212.055, Florida Statutes, is amended to read:

212.055 Discretionary sales surtaxes; legislative intent; authorization and use of proceeds.—It is the legislative intent that any authorization for imposition of a discretionary sales surtax shall be published in the Florida Statutes as a subsection of this section, irrespective of the duration of the levy. Each enactment shall specify the types of counties authorized to levy; the rate or rates which may be imposed; the maximum length of time the surtax may be imposed, if any; the procedure which must be followed to secure voter approval, if required; the purpose for which the proceeds may be expended; and such other requirements as the Legislature may provide. Taxable transactions and administrative procedures shall be as provided in s. 212.054.

(2) LOCAL GOVERNMENT INFRASTRUCTURE SURTAX.—

(d) The proceeds of the surtax authorized by this subsection and any accrued interest shall be expended by the school district, within the county and municipalities within the county, or, in the case of a negotiated joint

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county agreement, within another county, to finance, plan, and construct infrastructure; to acquire any interest in land for public recreation, conservation, or protection of natural resources or to prevent or satisfy private property rights claims resulting from limitations imposed by the designation of an area of critical state concern; to provide loans, grants, or rebates to residential or commercial property owners who make energy efficiency improvements to their residential or commercial property, if a local government ordinance authorizing such use is approved by referendum; or to finance the closure of county-owned or municipally owned solid waste landfills that have been closed or are required to be closed by order of the Department of Environmental Protection. Any use of the proceeds or interest for purposes of landfill closure before July 1, 1993, is ratified. The proceeds and any interest may not be used for the operational expenses of infrastructure, except that a county that has a population of fewer than 75,000 and that is required to close a landfill may use the proceeds or interest for long-term maintenance costs associated with landfill closure. Counties, as defined in s. 125.011, and charter counties may, in addition, use the proceeds or interest to retire or service indebtedness incurred for bonds issued before July 1, 1987, for infrastructure purposes, and for bonds subsequently issued to refund such bonds. Any use of the proceeds or interest for purposes of retiring or servicing indebtedness incurred for refunding bonds before July 1, 1999, is ratified.

1. For the purposes of this paragraph, the term "infrastructure" means:

a. Any fixed capital expenditure or fixed capital outlay associated with the construction, reconstruction, or improvement of public facilities that have a life expectancy of 5 or more years, any related land acquisition, land improvement, design, and engineering costs, and all other professional and related costs required to bring the public facilities into service. For purposes of this sub-subparagraph, the term "public facilities" means facilities as defined in s. 163.3164(41) ~~s. 163.3164(39)~~, s. 163.3221(13), or s. 189.012(5), and includes facilities that are necessary to carry out governmental purposes, including, but not limited to, fire stations, general governmental office buildings, and animal shelters, regardless of whether the facilities are owned by the local taxing authority or another governmental entity.

b. A fire department vehicle, an emergency medical service vehicle, a sheriff's office vehicle, a police department vehicle, or any other vehicle, and the equipment necessary to outfit the vehicle for its official use or equipment that has a life expectancy of at least 5 years.

c. Any expenditure for the construction, lease, or maintenance of, or provision of utilities or security for, facilities, as defined in s. 29.008.

d. Any fixed capital expenditure or fixed capital outlay associated with the improvement of private facilities that have a life expectancy of 5 or more years and that the owner agrees to make available for use on a temporary basis as needed by a local government as a public emergency shelter or a staging area for emergency response equipment during an emergency

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officially declared by the state or by the local government under s. 252.38. Such improvements are limited to those necessary to comply with current standards for public emergency evacuation shelters. The owner must enter into a written contract with the local government providing the improvement funding to make the private facility available to the public for purposes of emergency shelter at no cost to the local government for a minimum of 10 years after completion of the improvement, with the provision that the obligation will transfer to any subsequent owner until the end of the minimum period.

e. Any land acquisition expenditure for a residential housing project in which at least 30 percent of the units are affordable to individuals or families whose total annual household income does not exceed 120 percent of the area median income adjusted for household size, if the land is owned by a local government or by a special district that enters into a written agreement with the local government to provide such housing. The local government or special district may enter into a ground lease with a public or private person or entity for nominal or other consideration for the construction of the residential housing project on land acquired pursuant to this sub-subparagraph.

f. Instructional technology used solely in a school district's classrooms. As used in this sub-subparagraph, the term "instructional technology" means an interactive device that assists a teacher in instructing a class or a group of students and includes the necessary hardware and software to operate the interactive device. The term also includes support systems in which an interactive device may mount and is not required to be affixed to the facilities.

2. For the purposes of this paragraph, the term "energy efficiency improvement" means any energy conservation and efficiency improvement that reduces consumption through conservation or a more efficient use of electricity, natural gas, propane, or other forms of energy on the property, including, but not limited to, air sealing; installation of insulation; installation of energy-efficient heating, cooling, or ventilation systems; installation of solar panels; building modifications to increase the use of daylight or shade; replacement of windows; installation of energy controls or energy recovery systems; installation of electric vehicle charging equipment; installation of systems for natural gas fuel as defined in s. 206.9951; and installation of efficient lighting equipment.

3. Notwithstanding any other provision of this subsection, a local government infrastructure surtax imposed or extended after July 1, 1998, may allocate up to 15 percent of the surtax proceeds for deposit into a trust fund within the county's accounts created for the purpose of funding economic development projects having a general public purpose of improving local economies, including the funding of operational costs and incentives related to economic development. The ballot statement must indicate the intention to make an allocation under the authority of this subparagraph.

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Section 5. This act shall take effect October 1, 2024.

Approved by the Governor June 25, 2024.

Filed in Office Secretary of State June 25, 2024.

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SUMMARY OF PURPOSE FOR COMPREHENSIVE PLAN AMENDMENTS

The following is a summary explanation for the proposed changes to the Village of Palm Springs Comprehensive Plan for the development of a mobility plan and a mobility fee:

Amendment: Mobility Plan ~~Transportation/Mobility Master Plan 2021~~
The Village completed a Transportation/Mobility Master Plan in 2021 to address roadway quality, capacity, multimodal connectivity, and bicycle and pedestrian safety. The report resulted in 30 ranked projects to be incorporated within the Village CIP over time, seeking funding from the TPA. Many of these projects have been completed or are underway. In 2025, the Village developed a Mobility Plan that identified improvements, programs, services, and studies, collectively referred to as "mobility projects", to mitigate the travel demand impacts of new development, enhance the existing transportation system, and serve as the basis for development of a mobility fee. The Village can utilize the identified mobility projects ~~rankings~~ when coordinating with the Palm Beach TPA to ensure that identified projects on major corridors, such as Congress Avenue, and 10th Avenue, are incorporated into the regional Long Range Transportation Plan for prioritization and funding.

Purpose: *The Village Transportation/Mobility Master Plan is being updated as part of the development of a mobility fee to reflect existing conditions in 2025 and the identification of future mobility projects in a Mobility Plan that serve as the basis for the mobility fee.*

Amendment: (system replacing network)

Goal TM 3 – The Village of Palm Springs seeks to ensure the efficient and smooth movement of motorized vehicles, pedestrians, and cyclists throughout the transportation system ~~network~~.

Purpose: *Florida Statute requirements for the transportation element of comprehensive plans refers to a local governments transportation system. The terms system and network are used interchangeably throughout the Village's Comprehensive Plan. There are several updates that will be noted that reflect system versus ~~network~~.*

Amendment: (alternative transportation system)
Policy TM 3.1.3 – The Village of Palm Springs shall ~~continue to~~ require that applicants provide a site assessment ~~traffic impact analysis~~ study for proposed developments that addresses internal circulation and on-site access connections to Village's transportation system for vehicular and non-vehicular travel as a condition of the Development Permit.

Purpose: *Traffic impact analysis is associated with transportation concurrency and more specifically Palm Beach County's transportation system. Under the current concurrency system, the traffic impact analysis is intended to identify needs. Then development may be required to make a proportionate share payment to mitigate those needs.*

Mobility fees are considered an alternative transportation system in Florida Statute intended to replace transportation concurrency. The mobility plan is intended to identify mobility projects to address transportation system needs external to individual developments. These external needs are mitigated for through payment of a mobility fee. Developments are still required to ensure on-site circulation and access connections (i.e., driveways or intersections) to the external transportation system are provided in a safe and efficient manner that does not impede vehicular and non-vehicular travel. Mobility projects in the Mobility Plan do not address development specific access connections or needs, that is the purpose for site assessment studies.

Amendment: ***Policy TM 3.1.4*** – Applicants for new development shall mitigate off-site traffic impacts to the transportation system through payment of a mobility fee to the Village ~~As part of the Concurrency Review Process, the Village of Palm Springs shall make sure necessary facilities and services are in place~~ at the time a Development Permit is issued.

Purpose: *See purpose under alternative transportation system.*

Amendment: ***Policy TM 3.1.5*** – The Village of Palm Springs shall negotiate with Palm Beach County the utilization of a portion of mobility fees paid by applicants to mitigate traffic impacts and fund mobility projects on County Roads identified in the Village's Mobility Plan. ~~may issue a Development Permit if the Palm Beach County Traffic Engineering Division determines that the proposed development will not adversely affect the adopted level of service on the roadway, or if a proportionate fair share payment agreement is approved.~~

Purpose: *The recently adopted (2024) amendments to Florida Statute through House Bill (HB) 479 require municipalities and counties to address mitigation to each entities transportation system based on the local governments mobility plan.*

Amendment: ***Policy TM 3.1.11*** – The Village of Palm Springs shall develop and maintain regulations in the LDC that require new development to provide vehicular and non-vehicular ~~pedestrian~~ cross-access between adjacent properties to reduce the need for vehicular trips on external roadways.

Purpose: *Cross access impacts non-vehicular modes of travel such as bicycling or scooting just as much as it does people walking (i.e., pedestrians). This amendment provides clarification.*

Amendment: ***Objective TM 3.2 –*** The Village of Palm Springs will provide an efficient interrelationship between the transportation system ~~network~~ and various land use activities within the Village.

Policy TM 3.2.1 – The Village of Palm Springs shall design each component of the transportation system ~~network~~ in coordination with the Future Land Use Map to ensure that it is consistent with existing and proposed population densities, housing needs, employment patterns, and land uses.

Purpose: *See purpose under system versus network.*

Amendment: ***Policy TM 3.2.5*** – The Village of Palm Springs shall continue to collaborate with Palm Beach County and neighboring municipalities to ensure the Transportation Element and Mobility Plan is compatible with related municipal plans.

Purpose: *Recognizes the need to also collaborate Mobility Plans.*

Amendment: ***Policy TM 3.2.6*** – The Village of Palm Springs shall continue to coordinate transportation mobility planning and mobility projects ~~improvements~~ with the Palm Beach TPA.

Purpose: *Recognizes the need to coordinate mobility planning and projects.*

Amendment: ***Policy TM 3.2.9*** – The Village of Palm Springs shall coordinate transportation mobility planning with the Future Land Use Map of this Comprehensive Plan, the plans of the Palm Beach TPA, neighboring jurisdictions, and the FDOT 5-Year Transportation Plan

Purpose: *Clarification.*

Amendment: ***Objective TM 3.3*** **–** The Village of Palm Springs seeks to satisfy the majority of transportation demands within the Village, as identified in the Village's Mobility Plan. ~~Transportation Element's Data, Inventory and Analysis and best available data from Palm Beach County and the Palm Beach TPA.~~

Purpose: *The Mobility Plan includes an evaluation of existing conditions based on the most recent and localized data.*

Amendment: (Level of Service)

Policy TM 3.3.1 – The Village of Palm Springs adopts the following Level Of Service (LOS) standards:

Village Local Roads: LOS "C" ~~for Annual Average Daily Traffic (AADT), and LOS "D" for Peak Hour~~
Village Collector Roads: LOS "D"
County Roads: LOS "D"
FDOT Roads: FDOT LOS standards ~~LOS "D"~~

Purpose: *Level of service (LOS) standards have been established to determine the level of traffic that can be accommodated before improvements are needed. They have also been used as a tool for regulating development through transportation concurrency. Florida Statute states that where a local government uses LOS standards to regulate development, the local government is also responsible for showing how those standards are achieved in its five year Capital Improvements Program.*

The establishment of an alternative transportation system is to allow development to mitigate its transportation impact through payment of a mobility fee. The intent of a Mobility Plan is to plan for future mobility planning using multiple modes of travel, not just driving.

This global amendment is to reflect that roadway LOS is intended for mobility planning purposes and the identification of future needs to be addressed through the mobility plan. Subsequent amendments stipulate that the Village is not financially responsible for maintaining another governmental entities LOS standard. Florida Statute stipulates that by establishing a LOS standard, a local government is the entity responsible for paying to maintain that standard. Private development would only be responsible for impacts that caused a roadway to exceed that standard. Private development cannot be made responsible for roadways that already exceed capacity (i.e., backlogged or deficient). Since LOS standards place financial obligations on local governments, many who adopt alternative transportation systems also consider alternatives to LOS standards. As part of future Comprehensive Plan amendments, the Village may elect to replace road LOS with Street Quality of Service (QOS) standards.

Amendments: ***Policy TM 3.3.2*** – Level Of Service (LOS) standards are intended to be used for mobility planning purposes and site access studies, not for regulating development. The Village of Palm Springs recognizes County and FDOT's level of service standards but is not financially responsible for ensuring those standards are maintained. ~~The Village of Palm Springs shall continue to enforce the Palm Beach County Traffic Performance Standard Ordinance to ensure that roadway capacities will be available when necessitated by development.~~

Policy TM 3.3.3 – The Village may elect to establish standards that would require proposed amendments to the Comprehensive Plan that result in an increase in travel above to be defined thresholds to evaluate the impact of the development on Level Of Service (LOS) standards and to identify appropriate mitigation or require an update to mobility projects and the Village's mobility fee.

Policy TM 3.3.4 – The Village may evaluate the establishment of Street Quality of Service (QOS) standards as a complement to or as a replacement of Village and County Level Of Service (LOS) standards. The Village may also establish Street QOS standards for State Roads to be used in conjunction with FDOT established LOS standards.

Policy TM 3.3.5 – The Village may evaluate the establishment of Multimodal and Transit Quality of Service (QOS) standards.

Purpose: *See purpose under level of service.*

Amendment: ***Policy TM 3.3.6*** – The Village will coordinate with FDOT on the utilization of Context Classifications for functionally classified roads in the Mobility Plan.

Purpose: *The Florida Department of Transportation (FDOT) has adopted Complete Street guidelines. As part of those guidelines, it has established context classifications. The Mobility Plan includes an evaluation of the Village's transportation system based on those context classifications. The classifications are relatively new and subject to change as municipalities further urbanize. Coordination with FDOT, given the number of State Roads within and adjacent to the Village, should be coordinated with to further refine roadway context classifications.*

Amendment: ***Objective TM 3.4 –*** The Village of Palm Springs shall identify future roadway needs and capacity requirements for roads and streets within the Village as part of its Mobility Plan. ~~on an annual basis.~~

Purpose: *The Mobility Plan is intended to be a planning tool utilized by the Village to plan for future transportation mobility needs.*

Amendment: ***Policy TM 3.4.1*** – The Village of Palm Springs shall continue to coordinate with the Palm Beach TPA to identify future transportation mobility needs in the Village and recommend funding be included in the Village's Capital Improvements Plan, as well as the TPA's Transportation Improvement Program (TIP).

Purpose: *Clarification*

Amendment: ***Objective TM 3.5 –*** The Village of Palm Spring's will pursue multiple sources of funding such as mobility fees, gas and sales tax, assessments and property tax, grants, loans, and partnerships for mobility projects identified in the Mobility Plan and for maintenance and operation of the existing transportation system. ~~Transportation Program shall be cost feasible.~~

Purpose: *Indicates that the Village will pursue multiple avenues for funding mobility projects.*

Amendment: ***Policy TM 3.5.1 –*** Before expanding the transportation system ~~network~~, the Village shall carefully scrutinize and investigate the utilization of existing facilities to determine if modifications to the current network would satisfy demands in a more cost-effective manner.

Policy TM 3.5.3 – The Village of Palm Springs shall prioritize transportation funding that results in Complete Streets, providing mobility for all transportation system ~~network~~ users, in coordination with FDOT and the Palm Beach TPA.

Goal TM 4 – The Village of Palm Springs shall coordinate with Palm Beach County, surrounding municipalities and the Palm Beach TPA to achieve an efficient regional transportation system ~~network~~.

Policy TM 4.1.1 – Recognizing the growing need for regional connectivity, the Village of Palm Springs shall coordinate with the appropriate agencies, including Palm Beach County, Palm Beach TPA, and Palm Tran to support policies and programs that accomplish an efficient transportation system ~~network~~.

Purpose: *See purpose under system versus network.*

Amendment: ***Policy TM 4.1.5 –*** The Village of Palm Springs shall work with the Palm Beach TPA to ensure that projects recommended in the Village's Mobility Plan ~~2021 Transportation/Mobility Master Plan~~ are incorporated into the LRTP for prioritization and funding.

Purpose: *Updated reference to Mobility Plan*

Amendment: ***Policy TM 4.1.7*** – The Village of Palm Springs shall update or modify this element, as needed, to ensure it is compatible with updates to the ~~Palm Beach County Comprehensive Plan and Unified Land Development Code (ULDC),~~ the Palm Beach TPA LRTP, and the FDOT Florida Transportation Plan.

Purpose: *Florida Statute allows for any local government to adopt alternative transportation systems to replace transportation concurrency. The Palm Beach County Comprehensive Plan requires transportation concurrency under the County system.*

Amendment: ***Policy TM 4.1.8 –*** The Village of Palm Springs shall utilize its position within the Palm Beach TPA to advocate for improvements to the roadway segments within the Village that are anticipated to exceed adopted LOS standards ~~"D" by 2030,~~ as documented in the most recently adopted LRTP. ~~Village's 2021 Transportation/Mobility Master Plan.~~

Purpose: *As the Village transitions to a mobility plan and mobility fee system, emphasis will be on mobility projects to enhance the transportation system. Future level of service deficiencies and the need for capacity improvements on State and County Roads, which primarily carry through traffic, would be identified through the Long Range Transportation Plan.*

SUMMARY OF PURPOSE FOR COMPREHENSIVE PLAN AMENDMENTS

Amendment:

Objective TM 4.2 Alternative Transportation system ~~TCEA~~

Objective TM 4.2 – The Village of Palm Springs shall establish an alternative transportation system to replace transportation concurrency, transportation concurrency exception areas, and traffic mitigation payments and fees for development consistent with the Comprehensive Plan through adoption of a mobility fee based on the Village's Mobility Plan. ~~supports the Palm Beach County Urban Redevelopment Area (URA) Transportation Concurrency Exception Area (TCEA) which includes lands within the Village's jurisdiction. The TCEA standards are established by Palm Beach County and delineated in the corresponding Policies. The supporting data and analysis are adopted by reference.~~

Policy TM 4.2.1 – The Village of Palm Springs Mobility Plan shall identify the mobility projects needed to accommodate travel demand from development, mitigate impacts to the transportation system from that development, and enhance mobility for the Village's residents, businesses, employees, students, patrons, and visitors. ~~supports and locally designates the TCEA for the Military Trail Corridor, Congress Avenue Corridor, Military Trail South Corridor, Lake Worth Road/Congress Avenue South Corridor, and the Florida Mango & 10th Avenue Node (identified in the Future Land Use Map Series).~~

Policy TM 4.2.3 – The Village of Palm Springs shall administer, implement, maintain, and periodically update its Mobility Plan and Mobility Fee to plan, design, fund, and construct mobility projects to enhance the transportation system. ~~Projects within the TCEA may utilize the concurrency provisions of the TCEA. Only projects that are consistent with the Palm Beach County URA Master Plan and associated land development regulations as adopted by the Palm Beach County Board of County Commissioners may utilize the provisions of the TCEA.~~

Policy TM 4.2.3 – The transportation network shall be planned and designed to accommodate and promote multiple modes of travel by advancing the following Mobility Plan tenets: ~~The Village of Palm Spring shall adopt local TCEA regulations, no later than 2025, consistent with the Palm Beach County TCEA policy.~~

a) Mobility: The ability to move people from place (origin) to place (destination) by multiple modes (walk, bike, transit, vehicle) of travel in a timely (speed) and efficient manner;

b) Accessibility: The ease at which people of all abilities and ages reach, enter, and use modes of travel at the origin and destination of their trip. Transit systems are frequently burdened with addressing the issue of first and last mile access. Providing Americans with Disabilities Act (ADA)-compliant curb access ramps at origins, destinations, intersections, driveways, and mid-block crossings is imperative to removing impediments for vulnerable users such as the disabled, children, the elderly, and people riding bicycles and micromobility devices;

c) Connectivity: The number of route options people have available to them and the directness and/or distance of those routes. Innovative approaches to enhance connectivity, such as low speed or shared streets, along with using paths, trails, and multi-modal ways for non-vehicular connections, improve mobility and accessibility for people walking, bicycling, accessing transit, and using new mobility technology;

d) Visibility: The frequency at which those driving a car see people walking, bicycling, riding various micromobility devices, and accessing transit. More people walking and biking equates to greater awareness that people walk and bicycle, which further equates to safety in numbers;

e) Continuity: The provision of uninterrupted consistency of sidewalks, paths, trails, and bike lanes in width and condition with logical beginning and endpoints that are without gaps and without

sudden and abrupt termination. Roads do not suddenly terminate without warning, change number of lanes, or randomly change width without proper transitions and appropriate signage: neither should sidewalks, paths, trails, or bike lanes;

f) Safety: The combination of behavioral and physical design elements of the built environment that make the multi-modal transportation system comfortable and pleasant for all ages and abilities;

g) Equity: The ability to access relevant activities such as employment, education, entertainment, health care, personal services, recreation, and retail opportunities by people of all ages, abilities, race, and socioeconomic strata without undue and unjust burden. Equitable mobility provides transportation mobility for not only underserved or disadvantaged communities but also vulnerable users. People have a fundamental right to move around easily, safely, and conveniently;

h) Social Value: The people-to-people connections one experiences in a shared space environment, whether biking, walking, or riding transit. The social value of these interactions increases both individual happiness and societal happiness through active engagement with the community that overall increases the quality of life and fosters independence, especially for children and the elderly.

i) Comfort: The sum of all the mobility plan tenets plus the overall quality of the built environment provided for the various mobility modes that allow for comfortable travel, trip satisfaction, travel choice, and time-cost choice.

Policy TM 4.2.4 – The Village of Palm Springs shall consult with the County, FDOT, the Palm Beach TPA, other transportation providers, and drainage authorities on the identification of mobility projects and development, maintenance, and update of the Village's Mobility Plan. ~~The Village of Palm Springs acknowledges that Palm Beach County determines whether proposed TCEA projects within the Village are generally consistent with the goals and objectives of the URA Master Plan and Regulating Plan.~~

Policy TM 4.2.5 – The mobility projects established in the Mobility Plan shall serve as the basis for calculation of the Village's mobility fee. The mobility fee shall be a one-time assessment to mitigate the impact of development on the transportation system. The mobility fee shall meet the dual rational nexus test and shall be roughly proportional to the person travel demand generated by development. ~~The Village of Palm Springs acknowledges that each section of the TCEA shall be limited to the maximum allowable number of units, square footage, total daily trips, and total P.M. peak hour trips identified in Tables TM-1 through TM-5.~~

Policy TM 4.2.6 – The mobility fee shall be the only transportation mitigation fee assessed on development within the Village to ensure that new development is not held to a higher standard than existing development, is not assessed for systemwide deficiencies, is not paying twice for the same impacts, and is not paying more than the cost of mobility projects reasonably attributable to the travel demand impact of new development. ~~The Village of Palm Springs shall adopt and maintain regulations in the LDC which require that proposed TCEA project applicants submit a traffic generation study for approval to the Palm Beach County Engineer, showing external project traffic and all other existing and committed development traffic in the area to demonstrate that the proposed project is within the limits for allowable land uses and trips set forth in Tables TM-1 through TM-5.~~

Policy TM 4.2.7 – The Village of Palm Springs will make its best efforts to negotiate an interlocal agreement with the County to allocate a share of the mobility fees collected within the Village to fund mobility projects on County Roads identified in the Village's Mobility Plan. ~~will attempt to acknowledges that Palm Beach County maintains that no building permits shall be issued for new development in a section of the TCEA when the applicable maximum allowable limit for that land use is reached in that TCEA section.~~

~~***Policy TM 4.2.8 –*** The Village of Palm Springs acknowledges that any project utilizing this TCEA and significantly impacting the Strategic Intermodal System (SIS) shall be required to address its impacts on SIS facilities pursuant to the Palm Beach County ULDC.~~

~~***Policy TM 4.2.9*** – The Village of Palm Springs shall continue to coordinate with Palm Beach County regarding policies for the TCEA, pursuant to section 163.3180, Fla. Stat., and the Village shall update its Comprehensive Plan within 18 months of any TCEA policy update to the County's Comprehensive Plan.~~

The amendment also includes the deletion of TM Tables 1 thru 5.

Purpose: *See purpose under alternative transportation system. Further, Palm Beach County objected to the Village's attempts to establish a TCEA. The Florida Legislature has replaced TCEA's with alternative transportation systems, such as a mobility fee based on a mobility plan. Florida Statute very clearly states that any local government can adopt an alternative transportation systems and makes no exception for exempting local governments in charter Counties.*

Amendment: DEFINITIONS AND ACRONYMS

Development - New development, redevelopment, ~~or~~ expansion of existing development, change or use, or modification of land.

Impact – An increase in travel demand by development above the demand generated by the existing use of property.

Mobility - The movement of people and goods from an origin (beginning point) to a destination (end point) by multiple modes of travel in a timely (speed) manner. ~~Movement of people and goods.~~

Mobility Fee - A monetary exaction imposed on new development, that results in an increase in impact to the transportation system, to fund mobility projects identified in the most recently adopted mobility plan.

Mobility Plan - The establishment of mobility projects within and adjacent to the Village to meet future travel demand from new development within the Village over a 10 to 20 year period that serves as the basis for the Village's mobility fee.

Mobility Project - The improvements, programs, services, and studies identified in the most recently adopted mobility plan to accommodate the impacts from new development within the Village and to enhance the safety, connectivity, and convenience of the transportation system.

Mode - The choice of travel that a person undertakes and can include walking, jogging, running, bicycling, paddling, scooting, flying, driving a vehicle, riding a boat, rail, transit, taxi, using a new mobility technology, and the conveyance of goods by air, pipeline, rail, space, vehicle or water. ~~Any one of the following means of moving people or goods: aviation, bicycle, highway, paratransit, pedestrian, pipeline, rail (commuter, intercity passenger, or freight), transit, space, and water.~~

~~**Multi Use Trail** – A paved, shared use path, which is typically 12 feet wide, but may commonly vary from 10 feet to 14 or more feet depending upon constraints of volume of use.~~

SUMMARY OF PURPOSE FOR COMPREHENSIVE PLAN AMENDMENTS

Quality of Service (QOS) - A quantitative stratification of the quality of service of personal mobility stratified into six letter grade levels, with "A" describing the highest quality and "F" describing the lowest quality: a discrete stratification of a quality-of-service continuum.

Shared-Use Path - A paved path typically 12 feet wide but may commonly vary from 10 feet to 14 or more feet depending upon constraints of volume of use, separated from vehicle travel lanes and designed for use of non-vehicular modes of travel.

~~**Transportation Concurrency Exception Area (TCEA)** – Areas designated by Palm Beach County which allow an exception from the concurrency requirements for transportation facilities if the proposed development is consistent with the adopted Village comprehensive plan and is located within an area designated in a comprehensive plan for urban infill development, urban redevelopment, or downtown revitalization.~~

Transportation System – The right-of-way, easements, roads, streets, alleyways, curb-cuts, on-street parking, traffic control devices, stormwater management facilities, utilities, sidewalks, bike lanes, bridges, boardwalks, shared-use paths, trails, and transit facilities that allow for circulation, mobility, and parking within the Village and accessibility to land uses, property, and modes of transportation within the Village.

Travel Demand – The mode of transportation mobility that people choose to use, and how those choices result in trips of varying lengths on the transportation network.

Purpose: *The amendments reflect terms used for mobility plans and mobility fees.*

April 24, 2025

The Honorable Bev Smith
Mayor, Village of Palm Springs
226 Cypress Lane
Palm Springs, Florida 33461

Dear Mayor Smith,

FloridaCommerce has reviewed the proposed comprehensive plan amendment for the Village of Palm Springs (Amendment No. 25-01ESR) received on March 25, 2025. The review was completed under the expedited state review process. We have no comment on the proposed amendment.

The Village should act by choosing to adopt, adopt with changes, or not adopt the proposed amendment. For your assistance, we have enclosed the procedures for adoption and transmittal of the comprehensive plan amendment. In addition, the Village is reminded that:

- Section 163.3184(3)(b), F.S., authorizes other reviewing agencies to provide comments directly to the Village. **If the Village receives reviewing agency comments and they are not resolved, these comments could form the basis for a challenge to the amendment after adoption**.

- **The second public hearing,** which shall be a hearing on whether to adopt one or more comprehensive plan amendments, **must be held within 180 days** of your receipt of agency comments or the amendment shall be **deemed withdrawn** unless extended by agreement with notice to FloridaCommerce and any affected party that provided comment on the amendment pursuant to Section 163.3184(3)(c)1., F.S.

- **The adopted amendment must be transmitted to FloridaCommerce within ten working days after the second public hearing pursuant to 163.3184(3)(c)2., F.S.** Under Section 163.3184(3)(c)2. and 4., F.S., the **amendment effective date** is 31 days after FloridaCommerce notifies the Village that the amendment package is complete or, if challenged, until it is found to be in compliance by FloridaCommerce or the Administration Commission.

An equal opportunity employer/program. Auxiliary aids and service are available upon request to individuals with disabilities. All voice telephone numbers on this document may be reached by persons using TTY/TTD equipment via the Florida Relay Service at 711.

If you have any questions concerning this review, please contact Jon Coulter, Planning Analyst, by telephone at (850)-717-8421 or by email at jon.coulter@commerce.fl.gov.

Sincerely,

James D. Stansbury, Chief
Bureau of Community Planning and Growth

JDS /jc

Enclosure(s): Procedures for Adoption

cc: Kimberly Wynn, CMC, FCRM, Village Clerk, Village of Palm Springs
Chris Melendez, Village Planner, Village of Palm Springs
Thomas Lanahan, Executive Director, Treasure Coast Regional Planning Council

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SUBMITTAL OF ADOPTED COMPREHENSIVE PLAN AMENDMENTS

FOR EXPEDITED STATE REVIEW

Section 163.3184(3), Florida Statutes

NUMBER OF COPIES TO BE SUBMITTED: Please submit electronically using FloridaCommerce's electronic amendment submittal portal "**Comprehensive Plan and Amendment Upload**" (*https://fldeo.my.salesforce-sites.com/cp/*) **or** submit three complete copies of all comprehensive plan materials, of which one complete paper copy and two complete electronic copies on CD ROM in Portable Document Format (PDF) to the State Land Planning Agency and one copy to each entity below that provided timely comments to the local government: the appropriate Regional Planning Council; Water Management District; Department of Transportation; Department of Environmental Protection; Department of State; the appropriate county (municipal amendments only); the Florida Fish and Wildlife Conservation Commission and the Department of Agriculture and Consumer Services (county plan amendments only); and the Department of Education (amendments relating to public schools); and for certain local governments, the appropriate military installation and any other local government or governmental agency that has filed a written request.

SUBMITTAL LETTER: Please include the following information in the cover letter transmitting the adopted amendment:

_____ State Land Planning Agency identification number for adopted amendment package;

_____ Summary description of the adoption package, including any amendments proposed but not adopted;

_____ Identify if concurrency has been rescinded and indicate for which public facilities. (Transportation, schools, recreation and open space).

_____ Ordinance number and adoption date;

_____ Certification that the adopted amendment(s) has been submitted to all parties that provided timely comments to the local government;

_____ Name, title, address, telephone, FAX number and e-mail address of local government contact;

_____ Letter signed by the chief elected official or the person designated by the local government.

ADOPTION AMENDMENT PACKAGE: Please include the following information in the amendment package:

_____ In the case of text amendments, changes should be shown in strike-through/underline format.

_____ In the case of future land use map amendments, an adopted future land use map, **in color format,** clearly depicting the parcel, its future land use designation, and its adopted designation.

_____ A copy of any data and analyses the local government deems appropriate.

Note: If the local government is relying on previously submitted data and analysis, no additional data and analysis is required;

_____ Copy of the executed ordinance adopting the comprehensive plan amendment(s);

Suggested effective date language for the adoption ordinance for expedited review:

> "The effective date of this plan amendment, if the amendment is not timely challenged, shall be 31 days after the state land planning agency notifies the local government that the plan amendment package is complete. If the amendment is timely challenged, this amendment shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted amendment to be in compliance."

_____ List of additional changes made in the adopted amendment that the State Land Planning Agency did not previously review;

_____ List of findings of the local governing body, if any, that were not included in the ordinance and which provided the basis of the adoption or determination not to adopt the proposed amendment;

_____ Statement indicating the relationship of the additional changes not previously reviewed by the State Land Planning Agency in response to the comment letter from the State Land Planning Agency.

Revision: 4/25/2025

TREASURE COAST REGIONAL PLANNING COUNCIL

M E M O R A N D U M

To: Council Members AGENDA ITEM 4B6

From: Staff

Date: April 18, 2025

Subject: Local Government Comprehensive Plan Review
Draft Amendment to the Village of Palm Springs Comprehensive Plan
Amendment No. 25-01ESR

Introduction

The Community Planning Act, Chapter 163, *Florida Statutes*, authorizes the regional planning council to review local government comprehensive plan amendments prior to their adoption. The regional planning council review and comments are limited to adverse effects on regional resources or facilities identified in the Strategic Regional Policy Plan (SRPP) and extrajurisdictional impacts that would be inconsistent with the comprehensive plan of any affected local government within the region. Council must provide any comments to the local government within 30 days of the receipt of the proposed amendments and must also send a copy of any comments to the state land planning agency.

The amendment package from the Village of Palm Springs was received on March 31, 2025 and contains text amendments to adopt a Mobility Plan and Mobility Fee Schedule. This report includes a summary of the proposed amendments and Council comments.

Summary of Proposed Amendments

The proposed amendments adopt a Mobility Plan by reference, and revise and add new goals, objectives, and policies to the Transportation and Mobility Element of the Village's comprehensive plan. The Village staff report states that during the 2024 legislative session House Bill 479 passed, which requires, in 163.3180(5)(i), Florida Statutes, cities to adopt a Mobility Plan and Fee Schedule, as well as an interlocal agreement with the County by October 1, 2025. The staff report further states that this enables the Village to collect a single mobility fee that will fund various transportation improvements such as roads, multi-modal facilities, transit operations, and more within the Village limits, and will eliminate the collection of road impact fees that do not necessarily benefit the Village. The proposed amendments are summarized below and included as Exhibit 2 in a Summary of Purpose and Text Amendments Shown in ~~Strikeout~~ and Underline Format.

The proposed amendments:

- Reference the 2025 Village Mobility Plan that serves as a basis for the mobility fee.

- Rename the "transportation network" to the "transportation system."
- Require applicants to provide a site assessment that addresses internal circulation and on-site access connections for vehicular and non-vehicular travel.
- Require applicants of new development to mitigate off-site traffic impacts through payment of a mobility fee to the Village.
- Remove a reference to the Concurrency Review Process.
- Require the Village to negotiate with Palm Beach County on the utilization of a portion of mobility fees paid by applicants to fund mobility projects on County roads identified in the Village's Mobility Plan.
- Require the Village to coordinate mobility planning and projects with the Palm Beach Transportation Planning Agency (TPA).
- Remove language related to using data from Palm Beach County and the TPA.
- Revise Level of Service (LOS) Standards for roadways.
- Revise and add policies to state roadway LOS is intended for mobility planning purposes and identifying future needs through the mobility plan, and state that the Village is not financially responsible for maintaining other governmental entities' LOS standards.
- Allow the Village to establish standards to evaluate impacts of development of LOS standards.
- Allow the Village to evaluate the establishment of Street Quality of Service standards and Multimodal and Transit Quality of Service standards.
- Require the Village to coordinate with the Florida Department of Transportation (FDOT) on the utilization of context classifications for functionally classified roads in the Village's Mobility Plan.
- Indicate the Village will pursue funding sources for mobility projects identified in the Mobility Plan and for maintenance and operation of the existing transportation system.
- Indicate the Village will work with the TPA to ensure projects in the Village's Mobility Plan are incorporated into the Long Range Transportation Plan for prioritization and funding.
- Indicate the Village will work with the TPA and FDOT to ensure compatibility with those agencies' transportation plans.
- Remove references requiring compatibility with the County's Unified Land Development Code.
- Revise an objective and policies related to establishing an alternative transportation system to replace transportation concurrency, Transportation Concurrency Exception Areas, and traffic mitigation payments and fees for development consistent with the Village's comprehensive plan through the adoption of a mobility fee based on the Mobility Plan.
- Provide definitions of the Mobility Plan tenets.
- Indicate the Village will consult with the County, FDOT, TPA, and other transportation providers on the identification of mobility projects, and development, maintenance, and updates to the Village's Mobility Plan.
- Indicate mobility projects established in the Mobility Plan shall serve as the basis of calculation for the mobility fee.
- State the Village will make best efforts to negotiate an interlocal agreement with the County to allocate a share of the mobility fees collected within the Village to fund mobility projects on County roads identified in the Mobility Plan.

- Remove references to Transportation Concurrency Exception Areas.
- Update and provide new definitions to reflect terms used for mobility plans and mobility fees.

Regional Impacts

Trips into and out of the Village may use many different modes, including roadways under the jurisdiction of Palm Beach County. If the impacts of new development are not adequately accounted for through funding to support capacity on the countywide roadway network, the potential exists to adversely affect portions of the regional roadway network as listed in the Strategic Regional Policy Plan. However, the Mobility Fee approach also presents an opportunity to help fund the critical local and regional transportation improvements to mobility that will reduce roadway impacts.

Extrajurisdictional Impacts

The proposed amendments were circulated by the Palm Beach County Intergovernmental Plan Amendment Review Committee (IPARC) Clearinghouse Coordinator on February 13, 2025.

Following the first reading of the proposed amendments on March 13th, Village Mayor Smith sent a letter to Palm Beach County Mayor Marino (see Exhibit 3) acknowledging a letter dated March 13th that had been provided by the County Director of Planning objecting to the elimination of the County Road Impact Fee within the Village. Attached to the letter was information from the Village's transportation consultant that countered the County's argument and provided a recommendation for the Village to proceed with the adoption of their Mobility Plan and Mobility Fee.

On March 28, 2025, Palm Beach County provided a Formal Written Objection to IPARC. Due to the amount of attachments, the letter is provided as Exhibit 4, and the attachments are included on Council's website as a supplement. According to the IPARC Comprehensive Plan Amendment Coordinated Review interlocal agreement, a Fact-Finding Panel is to be established when a formal objection is submitted. The Fact-Finding Panel was held on April 8, 2025, and determined that a conflict exists between Palm Springs and Palm Beach County which should be resolved through mediation.

Additional correspondence was received from Palm Beach County dated April 16, 2025, included as Exhibit 6, opposing the Village's amendments to repeal language related to County's Transportation Concurrency, Proportionate Share, and Road Impact Fee.

The Village provided a letter dated April 24, 2025, included as Exhibit 7, requesting Council not include in the staff report a recommendation to delay adoption of these amendments until the Countywide Transportation Master Plan is complete.

Conclusion

Potential adverse effects on regional resources or facilities and potential extrajurisdictional impacts have been identified. Council supports efforts that provide mobility without the need for

automobiles, and that enhance the safety and functionality of all transportation modes throughout the Region. Access to multiple modes of transportation is a characteristic of a livable community and part of the desired future of the Region called for in the Strategic Regional Policy Plan.

Currently, the County and its municipalities are developing a Countywide Transportation Master Plan. Council supports this type of collaborative approach because it provides an opportunity to have a larger conversation among all local governments to address traffic concurrency, impact fees, and mobility fees countywide. Council encourages the County and Municipalities to adopt an approach that improves mobility in the urbanized areas of the municipalities, and which also recognizes that some trips begin or end outside of the municipal limits using countywide or regional transportation resources and facilities; building on the existing transportation foundations to improve all modes for a better mobility future.

The pending creation of a Countywide Transportation Master Plan, of which Palm Springs has been a strong supporter, will address critical issues such as multi-modal transportation, uniform Level of Service, and Quality of Service measures, and prioritization of projects on a countywide basis. The Village of Palm Springs should consider delaying adoption of the proposed Comprehensive Plan Amendments until the Countywide Transportation Master Plan is ready.

Recommendation

Council should approve this report and authorize its transmittal to the Village of Palm Springs and FloridaCommerce.

Council Action – April 25, 2025

Commissioner McVoy from the City of Lake Worth Beach moved approval of the staff report with modifications to remove the recommendation for the Village to delay adoption of these amendments until Countywide Transportation Master Plan is complete. Councilmember Carroll from the City of Vero Beach seconded the motion, which carried unanimously. Therefore, the last paragraph of the Conclusion above is revised as follows:

> The pending creation of a Countywide Transportation Master Plan, of which Palm Springs has been a strong supporter, will address critical issues such as multi-modal transportation, uniform Level of Service, and Quality of Service measures, and prioritization of projects on a countywide basis. ~~The Village of Palm Springs should consider delaying adoption of the proposed Comprehensive Plan Amendments until the Countywide Transportation Master Plan is ready.~~

Attachments

List of Exhibits

Exhibit

1	General Location Map
2	Summary of Purpose and Text Amendments shown in ~~Strikeout~~ and Underline Format
3	Letter dated March 13, 2025 from Village Mayor Smith to County Mayor Marino
4	Formal Written Objection dated March 28, 2025 from Palm Beach County to IPARC
5	Conclusions of April 8, 2025, IPARC Fact-Finding Panel
6	Letter dated April 16, 2025 from Palm Beach County
7	Letter dated April 24, 2025 from Village of Palm Springs

Exhibit 1
General Location Map

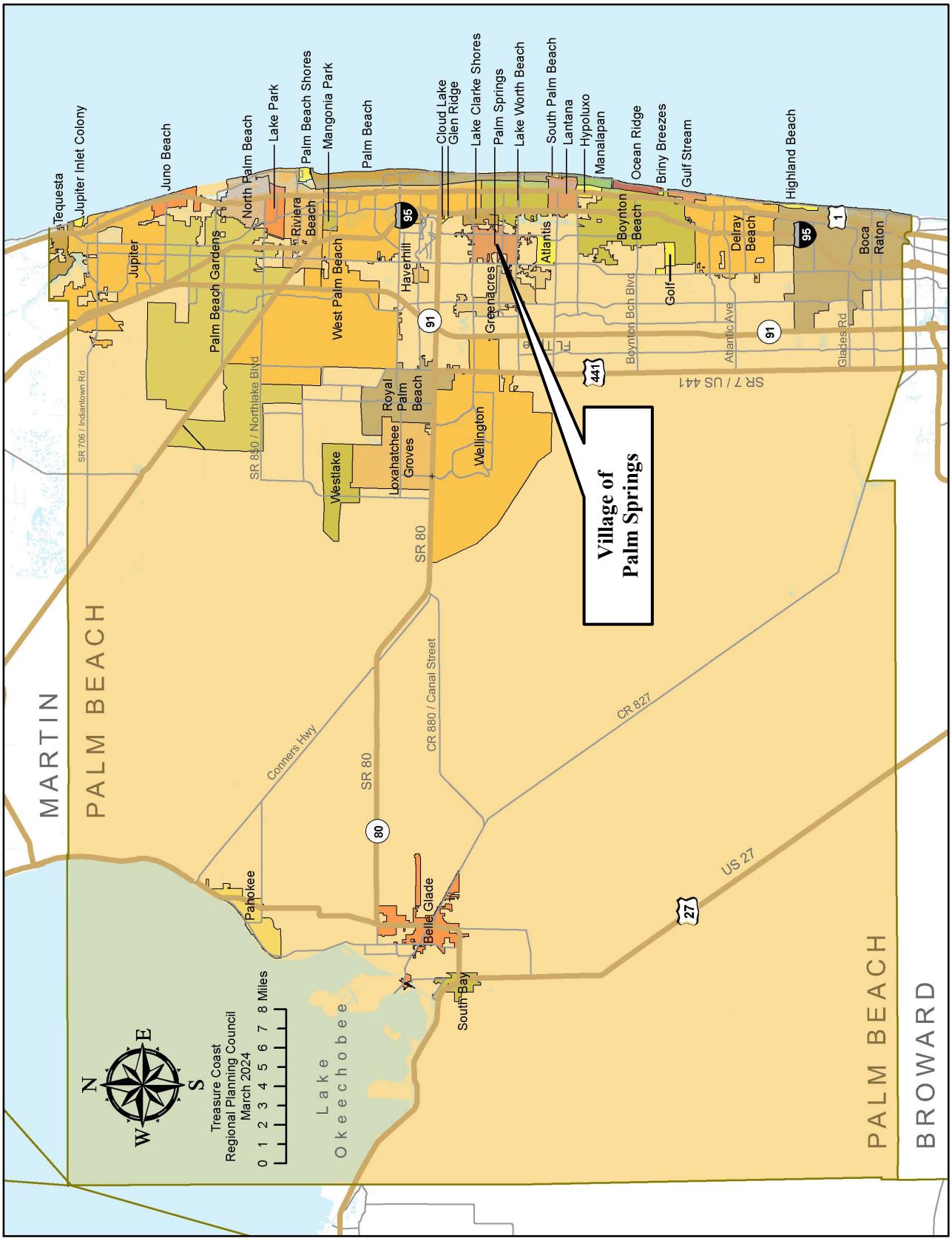


Exhibit 2
Summary of Purpose and Text Amendments shown in ~~Strikeout~~ and Underline Format

SUMMARY OF PURPOSE FOR COMPREHENSIVE PLAN AMENDMENTS

The following is a summary explanation for the proposed changes to the Village of Palm Springs Comprehensive Plan for the development of a mobility plan and a mobility fee:

Amendment: Mobility Plan ~~Transportation/Mobility Master Plan 2021~~
The Village completed a Transportation/Mobility Master Plan in 2021 to address roadway quality, capacity, multimodal connectivity, and bicycle and pedestrian safety. The report resulted in 30 ranked projects to be incorporated within the Village CIP over time, seeking funding from the TPA. Many of these projects have been completed or are underway. In 2025, the Village developed a Mobility Plan that identified improvements, programs, services, and studies, collectively referred to as "mobility projects", to mitigate the travel demand impacts of new development, enhance the existing transportation system, and serve as the basis for development of a mobility fee. The Village can utilize the identified mobility projects ~~rankings~~ when coordinating with the Palm Beach TPA to ensure that identified projects on major corridors, such as Congress Avenue, and 10th Avenue, are incorporated into the regional Long Range Transportation Plan for prioritization and funding.

Purpose: *The Village Transportation/Mobility Master Plan is being updated as part of the development of a mobility fee to reflect existing conditions in 2025 and the identification of future mobility projects in a Mobility Plan that serve as the basis for the mobility fee.*

Amendment: (system replacing network)

Goal TM 3 – The Village of Palm Springs seeks to ensure the efficient and smooth movement of motorized vehicles, pedestrians, and cyclists throughout the transportation system ~~network~~.

Purpose: *Florida Statute requirements for the transportation element of comprehensive plans refers to a local governments transportation system. The terms system and network are used interchangeably throughout the Village's Comprehensive Plan. There are several updates that will be noted that reflect system versus ~~network~~.*

Amendment: (alternative transportation system)
Policy TM 3.1.3 – The Village of Palm Springs shall ~~continue to~~ require that applicants provide a site assessment ~~traffic impact analysis~~ study for proposed developments that addresses internal circulation and on-site access connections to Village's transportation system for vehicular and non-vehicular travel as a condition of the Development Permit.

Purpose: *Traffic impact analysis is associated with transportation concurrency and more specifically Palm Beach County's transportation system. Under the current concurrency system, the traffic impact analysis is intended to identify needs. Then development may be required to make a proportionate share payment to mitigate those needs.*

Mobility fees are considered an alternative transportation system in Florida Statute intended to replace transportation concurrency. The mobility plan is intended to identify mobility projects to address transportation system needs external to individual developments. These external needs are mitigated for through payment of a mobility fee. Developments are still required to ensure on-site circulation and access connections (i.e., driveways or intersections) to the external transportation system are provided in a safe and efficient manner that does not impede vehicular and non-vehicular travel. Mobility projects in the Mobility Plan do not address development specific access connections or needs, that is the purpose for site assessment studies.

SUMMARY OF PURPOSE FOR COMPREHENSIVE PLAN AMENDMENTS

Amendment: ***Policy TM 3.1.4*** – Applicants for new development shall mitigate off-site traffic impacts to the transportation system through payment of a mobility fee to the Village ~~As part of the Concurrency Review Process, the Village of Palm Springs shall make sure necessary facilities and services are in place~~ at the time a Development Permit is issued.

Purpose: *See purpose under alternative transportation system.*

Amendment: ***Policy TM 3.1.5*** – The Village of Palm Springs shall negotiate with Palm Beach County the utilization of a portion of mobility fees paid by applicants to mitigate traffic impacts and fund mobility projects on County Roads identified in the Village's Mobility Plan. ~~may issue a Development Permit if the Palm Beach County Traffic Engineering Division determines that the proposed development will not adversely affect the adopted level of service on the roadway, or if a proportionate fair share payment agreement is approved.~~

Purpose: *The recently adopted (2024) amendments to Florida Statute through House Bill (HB) 479 require municipalities and counties to address mitigation to each entities transportation system based on the local governments mobility plan.*

Amendment: ***Policy TM 3.1.11*** – The Village of Palm Springs shall develop and maintain regulations in the LDC that require new development to provide vehicular and non-vehicular ~~pedestrian~~ cross-access between adjacent properties to reduce the need for vehicular trips on external roadways.

Purpose: *Cross access impacts non-vehicular modes of travel such as bicycling or scooting just as much as it does people walking (i.e., pedestrians). This amendment provides clarification.*

Amendment: ***Objective TM 3.2*** **–** The Village of Palm Springs will provide an efficient interrelationship between the transportation system ~~network~~ and various land use activities within the Village.

Policy TM 3.2.1 – The Village of Palm Springs shall design each component of the transportation system ~~network~~ in coordination with the Future Land Use Map to ensure that it is consistent with existing and proposed population densities, housing needs, employment patterns, and land uses.

Purpose: *See purpose under system versus network.*

Amendment: ***Policy TM 3.2.5*** – The Village of Palm Springs shall continue to collaborate with Palm Beach County and neighboring municipalities to ensure the Transportation Element and Mobility Plan is compatible with related municipal plans.

Purpose: *Recognizes the need to also collaborate Mobility Plans.*

Amendment: ***Policy TM 3.2.6*** – The Village of Palm Springs shall continue to coordinate transportation mobility planning and mobility projects ~~improvements~~ with the Palm Beach TPA.

Purpose: *Recognizes the need to coordinate mobility planning and projects.*

SUMMARY OF PURPOSE FOR COMPREHENSIVE PLAN AMENDMENTS

Amendment: ***Policy TM 3.2.9*** – The Village of Palm Springs shall coordinate transportation mobility planning with the Future Land Use Map of this Comprehensive Plan, the plans of the Palm Beach TPA, neighboring jurisdictions, and the FDOT 5-Year Transportation Plan

Purpose: *Clarification.*

Amendment: ***Objective TM 3.3*** – The Village of Palm Springs seeks to satisfy the majority of transportation demands within the Village, as identified in the Village's Mobility Plan. ~~Transportation Element's Data, Inventory and Analysis and best available data from Palm Beach County and the Palm Beach TPA.~~

Purpose: *The Mobility Plan includes an evaluation of existing conditions based on the most recent and localized data.*

Amendment: (Level of Service)
Policy TM 3.3.1 – The Village of Palm Springs adopts the following Level Of Service (LOS) standards:

Village Local Roads: LOS "C" ~~for Annual Average Daily Traffic (AADT), and LOS "D" for Peak Hour~~
Village Collector Roads: LOS "D"
County Roads: LOS "D"
FDOT Roads: FDOT LOS standards ~~LOS "D"~~

Purpose: *Level of service (LOS) standards have been established to determine the level of traffic that can be accommodated before improvements are needed. They have also been used as a tool for regulating development through transportation concurrency. Florida Statute states that where a local government uses LOS standards to regulate development, the local government is also responsible for showing how those standards are achieved in its five year Capital Improvements Program.*

The establishment of an alternative transportation system is to allow development to mitigate its transportation impact through payment of a mobility fee. The intent of a Mobility Plan is to plan for future mobility planning using multiple modes of travel, not just driving.

This global amendment is to reflect that roadway LOS is intended for mobility planning purposes and the identification of future needs to be addressed through the mobility plan. Subsequent amendments stipulate that the Village is not financially responsible for maintaining another governmental entities LOS standard. Florida Statute stipulates that by establishing a LOS standard, a local government is the entity responsible for paying to maintain that standard. Private development would only be responsible for impacts that caused a roadway to exceed that standard. Private development cannot be made responsible for roadways that already exceed capacity (i.e., backlogged or deficient). Since LOS standards place financial obligations on local governments, many who adopt alternative transportation systems also consider alternatives to LOS standards. As part of future Comprehensive Plan amendments, the Village may elect to replace road LOS with Street Quality of Service (QOS) standards.

Amendments: ***Policy TM 3.3.2*** – Level Of Service (LOS) standards are intended to be used for mobility planning purposes and site access studies, not for regulating development. The Village of Palm Springs recognizes County and FDOT's level of service standards but is not financially responsible for ensuring those standards are maintained. ~~The Village of Palm Springs shall continue to enforce the Palm Beach County Traffic Performance Standard Ordinance to ensure that roadway capacities will be available when necessitated by development.~~

SUMMARY OF PURPOSE FOR COMPREHENSIVE PLAN AMENDMENTS

Policy TM 3.3.3 – The Village may elect to establish standards that would require proposed amendments to the Comprehensive Plan that result in an increase in travel above to be defined thresholds to evaluate the impact of the development on Level Of Service (LOS) standards and to identify appropriate mitigation or require an update to mobility projects and the Village's mobility fee.

Policy TM 3.3.4 – The Village may evaluate the establishment of Street Quality of Service (QOS) standards as a complement to or as a replacement of Village and County Level Of Service (LOS) standards. The Village may also establish Street QOS standards for State Roads to be used in conjunction with FDOT established LOS standards.

Policy TM 3.3.5 – The Village may evaluate the establishment of Multimodal and Transit Quality of Service (QOS) standards.

Purpose: *See purpose under level of service.*

Amendment: ***Policy TM 3.3.6*** – The Village will coordinate with FDOT on the utilization of Context Classifications for functionally classified roads in the Mobility Plan.

Purpose: *The Florida Department of Transportation (FDOT) has adopted Complete Street guidelines. As part of those guidelines, it has established context classifications. The Mobility Plan includes an evaluation of the Village's transportation system based on those context classifications. The classifications are relatively new and subject to change as municipalities further urbanize. Coordination with FDOT, given the number of State Roads within and adjacent to the Village, should be coordinated with to further refine roadway context classifications.*

Amendment: ***Objective TM 3.4*** – The Village of Palm Springs shall identify future roadway needs and capacity requirements for roads and streets within the Village as part of its Mobility Plan. ~~on an annual basis.~~

Purpose: *The Mobility Plan is intended to be a planning tool utilized by the Village to plan for future transportation mobility needs.*

Amendment: ***Policy TM 3.4.1*** – The Village of Palm Springs shall continue to coordinate with the Palm Beach TPA to identify future transportation mobility needs in the Village and recommend funding be included in the Village's Capital Improvements Plan, as well as the TPA's Transportation Improvement Program (TIP).

Purpose: *Clarification*

Amendment: ***Objective TM 3.5*** – The Village of Palm Spring's will pursue multiple sources of funding such as mobility fees, gas and sales tax, assessments and property tax, grants, loans, and partnerships for mobility projects identified in the Mobility Plan and for maintenance and operation of the existing transportation system. ~~Transportation Program shall be cost feasible.~~

Purpose: *Indicates that the Village will pursue multiple avenues for funding mobility projects.*

SUMMARY OF PURPOSE FOR COMPREHENSIVE PLAN AMENDMENTS

Amendment: ***Policy TM 3.5.1*** – Before expanding the transportation system ~~network~~, the Village shall carefully scrutinize and investigate the utilization of existing facilities to determine if modifications to the current network would satisfy demands in a more cost-effective manner.

Policy TM 3.5.3 – The Village of Palm Springs shall prioritize transportation funding that results in Complete Streets, providing mobility for all transportation system ~~network~~ users, in coordination with FDOT and the Palm Beach TPA.

Goal TM 4 – The Village of Palm Springs shall coordinate with Palm Beach County, surrounding municipalities and the Palm Beach TPA to achieve an efficient regional transportation system ~~network~~.

Policy TM 4.1.1 – Recognizing the growing need for regional connectivity, the Village of Palm Springs shall coordinate with the appropriate agencies, including Palm Beach County, Palm Beach TPA, and Palm Tran to support policies and programs that accomplish an efficient transportation system ~~network~~.

Purpose: *See purpose under system versus network.*

Amendment: ***Policy TM 4.1.5*** – The Village of Palm Springs shall work with the Palm Beach TPA to ensure that projects recommended in the Village's Mobility Plan ~~2021 Transportation/Mobility Master Plan~~ are incorporated into the LRTP for prioritization and funding.

Purpose: *Updated reference to Mobility Plan*

Amendment: ***Policy TM 4.1.7*** – The Village of Palm Springs shall update or modify this element, as needed, to ensure it is compatible with updates to the ~~Palm Beach County Comprehensive Plan and Unified Land Development Code (ULDC),~~ the Palm Beach TPA LRTP, and the FDOT Florida Transportation Plan.

Purpose: *Florida Statute allows for any local government to adopt alternative transportation systems to replace transportation concurrency. The Palm Beach County Comprehensive Plan requires transportation concurrency under the County system.*

Amendment: ***Policy TM 4.1.8*** – The Village of Palm Springs shall utilize its position within the Palm Beach TPA to advocate for improvements to the roadway segments within the Village that are anticipated to exceed adopted LOS standards ~~"D" by 2030,~~ as documented in the most recently adopted LRTP. ~~Village's 2021 Transportation/Mobility Master Plan.~~

Purpose: *As the Village transitions to a mobility plan and mobility fee system, emphasis will be on mobility projects to enhance the transportation system. Future level of service deficiencies and the need for capacity improvements on State and County Roads, which primarily carry through traffic, would be identified through the Long Range Transportation Plan.*

SUMMARY OF PURPOSE FOR COMPREHENSIVE PLAN AMENDMENTS

Amendment:

Objective TM 4.2 Alternative Transportation system ~~TCEA~~

Objective TM 4.2 – The Village of Palm Springs shall establish an alternative transportation system to replace transportation concurrency, transportation concurrency exception areas, and traffic mitigation payments and fees for development consistent with the Comprehensive Plan through adoption of a mobility fee based on the Village's Mobility Plan. ~~supports the Palm Beach County Urban Redevelopment Area (URA) Transportation Concurrency Exception Area (TCEA) which includes lands within the Village's jurisdiction. The TCEA standards are established by Palm Beach County and delineated in the corresponding Policies. The supporting data and analysis are adopted by reference.~~

Policy TM 4.2.1 – The Village of Palm Springs Mobility Plan shall identify the mobility projects needed to accommodate travel demand from development, mitigate impacts to the transportation system from that development, and enhance mobility for the Village's residents, businesses, employees, students, patrons, and visitors. ~~supports and locally designates the TCEA for the Military Trail Corridor, Congress Avenue Corridor, Military Trail South Corridor, Lake Worth Road/Congress Avenue South Corridor, and the Florida Mango & 10th Avenue Node (identified in the Future Land Use Map Series).~~

Policy TM 4.2.3 – The Village of Palm Springs shall administer, implement, maintain, and periodically update its Mobility Plan and Mobility Fee to plan, design, fund, and construct mobility projects to enhance the transportation system. ~~Projects within the TCEA may utilize the concurrency provisions of the TCEA. Only projects that are consistent with the Palm Beach County URA Master Plan and associated land development regulations as adopted by the Palm Beach County Board of County Commissioners may utilize the provisions of the TCEA.~~

Policy TM 4.2.3 – The transportation network shall be planned and designed to accommodate and promote multiple modes of travel by advancing the following Mobility Plan tenets: ~~The Village of Palm Spring shall adopt local TCEA regulations, no later than 2025, consistent with the Palm Beach County TCEA policy.~~

a) Mobility: The ability to move people from place (origin) to place (destination) by multiple modes (walk, bike, transit, vehicle) of travel in a timely (speed) and efficient manner;

b) Accessibility: The ease at which people of all abilities and ages reach, enter, and use modes of travel at the origin and destination of their trip. Transit systems are frequently burdened with addressing the issue of first and last mile access. Providing Americans with Disabilities Act (ADA)-compliant curb access ramps at origins, destinations, intersections, driveways, and mid-block crossings is imperative to removing impediments for vulnerable users such as the disabled, children, the elderly, and people riding bicycles and micromobility devices;

c) Connectivity: The number of route options people have available to them and the directness and/or distance of those routes. Innovative approaches to enhance connectivity, such as low speed or shared streets, along with using paths, trails, and multi-modal ways for non-vehicular connections, improve mobility and accessibility for people walking, bicycling, accessing transit, and using new mobility technology;

d) Visibility: The frequency at which those driving a car see people walking, bicycling, riding various micromobility devices, and accessing transit. More people walking and biking equates to greater awareness that people walk and bicycle, which further equates to safety in numbers;

e) Continuity: The provision of uninterrupted consistency of sidewalks, paths, trails, and bike lanes in width and condition with logical beginning and endpoints that are without gaps and without

sudden and abrupt termination. Roads do not suddenly terminate without warning, change number of lanes, or randomly change width without proper transitions and appropriate signage: neither should sidewalks, paths, trails, or bike lanes;

f) Safety: The combination of behavioral and physical design elements of the built environment that make the multi-modal transportation system comfortable and pleasant for all ages and abilities;

g) Equity: The ability to access relevant activities such as employment, education, entertainment, health care, personal services, recreation, and retail opportunities by people of all ages, abilities, race, and socioeconomic strata without undue and unjust burden. Equitable mobility provides transportation mobility for not only underserved or disadvantaged communities but also vulnerable users. People have a fundamental right to move around easily, safely, and conveniently;

h) Social Value: The people-to-people connections one experiences in a shared space environment, whether biking, walking, or riding transit. The social value of these interactions increases both individual happiness and societal happiness through active engagement with the community that overall increases the quality of life and fosters independence, especially for children and the elderly.

i) Comfort: The sum of all the mobility plan tenets plus the overall quality of the built environment provided for the various mobility modes that allow for comfortable travel, trip satisfaction, travel choice, and time-cost choice.

Policy TM 4.2.4 – The Village of Palm Springs shall consult with the County, FDOT, the Palm Beach TPA, other transportation providers, and drainage authorities on the identification of mobility projects and development, maintenance, and update of the Village's Mobility Plan. ~~The Village of Palm Springs acknowledges that Palm Beach County determines whether proposed TCEA projects within the Village are generally consistent with the goals and objectives of the URA Master Plan and Regulating Plan.~~

Policy TM 4.2.5 – The mobility projects established in the Mobility Plan shall serve as the basis for calculation of the Village's mobility fee. The mobility fee shall be a one-time assessment to mitigate the impact of development on the transportation system. The mobility fee shall meet the dual rational nexus test and shall be roughly proportional to the person travel demand generated by development. ~~The Village of Palm Springs acknowledges that each section of the TCEA shall be limited to the maximum allowable number of units, square footage, total daily trips, and total P.M. peak hour trips identified in Tables TM-1 through TM-5.~~

Policy TM 4.2.6 – The mobility fee shall be the only transportation mitigation fee assessed on development within the Village to ensure that new development is not held to a higher standard than existing development, is not assessed for systemwide deficiencies, is not paying twice for the same impacts, and is not paying more than the cost of mobility projects reasonably attributable to the travel demand impact of new development. ~~The Village of Palm Springs shall adopt and maintain regulations in the LDC which require that proposed TCEA project applicants submit a traffic generation study for approval to the Palm Beach County Engineer, showing external project traffic and all other existing and committed development traffic in the area to demonstrate that the proposed project is within the limits for allowable land uses and trips set forth in Tables TM-1 through TM-5.~~

Policy TM 4.2.7 – The Village of Palm Springs will make its best efforts to negotiate an interlocal agreement with the County to allocate a share of the mobility fees collected within the Village to fund mobility projects on County Roads identified in the Village's Mobility Plan. ~~will attempt to acknowledges that Palm Beach County maintains that no building permits shall be issued for new development in a section of the TCEA when the applicable maximum allowable limit for that land use is reached in that TCEA section.~~

SUMMARY OF PURPOSE FOR COMPREHENSIVE PLAN AMENDMENTS

~~***Policy TM 4.2.8*** – The Village of Palm Springs acknowledges that any project utilizing this TCEA and significantly impacting the Strategic Intermodal System (SIS) shall be required to address its impacts on SIS facilities pursuant to the Palm Beach County ULDC.~~

~~***Policy TM 4.2.9*** – The Village of Palm Springs shall continue to coordinate with Palm Beach County regarding policies for the TCEA, pursuant to section 163.3180, Fla. Stat., and the Village shall update its Comprehensive Plan within 18 months of any TCEA policy update to the County's Comprehensive Plan.~~

The amendment also includes the deletion of TM Tables 1 thru 5.

Purpose: *See purpose under alternative transportation system. Further, Palm Beach County objected to the Village's attempts to establish a TCEA. The Florida Legislature has replaced TCEA's with alternative transportation systems, such as a mobility fee based on a mobility plan. Florida Statute very clearly states that any local government can adopt an alternative transportation systems and makes no exception for exempting local governments in charter Counties.*

Amendment: DEFINITIONS AND ACRONYMS

Development - New development, redevelopment, ~~or~~ expansion of existing development, change or use, or modification of land.

Impact – An increase in travel demand by development above the demand generated by the existing use of property.

Mobility - The movement of people and goods from an origin (beginning point) to a destination (end point) by multiple modes of travel in a timely (speed) manner. ~~Movement of people and goods.~~

Mobility Fee - A monetary exaction imposed on new development, that results in an increase in impact to the transportation system, to fund mobility projects identified in the most recently adopted mobility plan.

Mobility Plan - The establishment of mobility projects within and adjacent to the Village to meet future travel demand from new development within the Village over a 10 to 20 year period that serves as the basis for the Village's mobility fee.

Mobility Project - The improvements, programs, services, and studies identified in the most recently adopted mobility plan to accommodate the impacts from new development within the Village and to enhance the safety, connectivity, and convenience of the transportation system.

Mode - The choice of travel that a person undertakes and can include walking, jogging, running, bicycling, paddling, scooting, flying, driving a vehicle, riding a boat, rail, transit, taxi, using a new mobility technology, and the conveyance of goods by air, pipeline, rail, space, vehicle or water. ~~Any one of the following means of moving people or goods: aviation, bicycle, highway, paratransit, pedestrian, pipeline, rail (commuter, intercity passenger, or freight), transit, space, and water.~~

~~**Multi-Use Trail** – A paved, shared-use path, which is typically 12 feet wide, but may commonly vary from 10 feet to 14 or more feet depending upon constraints of volume of use.~~

SUMMARY OF PURPOSE FOR COMPREHENSIVE PLAN AMENDMENTS

Quality of Service (QOS) - A quantitative stratification of the quality of service of personal mobility stratified into six letter grade levels, with "A" describing the highest quality and "F" describing the lowest quality: a discrete stratification of a quality-of-service continuum.

Shared-Use Path - A paved path typically 12 feet wide but may commonly vary from 10 feet to 14 or more feet depending upon constraints of volume of use, separated from vehicle travel lanes and designed for use of non-vehicular modes of travel.

~~**Transportation Concurrency Exception Area (TCEA)** – Areas designated by Palm Beach County which allow an exception from the concurrency requirements for transportation facilities if the proposed development is consistent with the adopted Village comprehensive plan and is located within an area designated in a comprehensive plan for urban infill development, urban redevelopment, or downtown revitalization.~~

Transportation System – The right-of-way, easements, roads, streets, alleyways, curb-cuts, on-street parking, traffic control devices, stormwater management facilities, utilities, sidewalks, bike lanes, bridges, boardwalks, shared-use paths, trails, and transit facilities that allow for circulation, mobility, and parking within the Village and accessibility to land uses, property, and modes of transportation within the Village.

Travel Demand – The mode of transportation mobility that people choose to use, and how those choices result in trips of varying lengths on the transportation network.

Purpose: *The amendments reflect terms used for mobility plans and mobility fees.*

Exhibit 3
Letter dated March 13, 2025 from Village Mayor Smith to County Mayor Marino

Office of the Mayor
226
Cypress Lane
Palm Springs, FL 33461
(561) 584-8200
www.vpsfl.org

March 17, 2025

Honorable Maria G. Marino
Mayor, Board of County Commissioners
301 North Olive, 12th Floor
West Palm Beach, Florida 33401

RE: County Position on Impact Fees and Mobility Fees

Dear Mayor Marino:

At the Palm Springs LPA hearing and Village Council meeting on March 13th, the Council considered and approved on first reading Ordinance no. 2025-02, amending the Village's comprehensive plan to adopt an alternative transportation system that is mobility-plan and mobility-fee based. During the hearing and meeting, a letter from Thuy Shutt, Planning Division Director was presented by Khurshid Mohyuddin, Principal Planner objecting to the elimination of the County Road Impact Fee within Palm Springs (**Attachment 1**). Our Consultant and Village Staff also presented information which countered the County's argument and provided a recommendation to proceed with our Mobility Plan and Mobility Fee as outlined in state law (**Attachment 2**). After voting unanimously to proceed with the transmittal of the proposed comprehensive plan amendments, the Council by consensus wanted to convey to the Board of County Commissioners a desire to reach a resolution to this apparent conflict and thus avoid legal confrontation.

Currently there are several cities working together to standardize a template for the Interlocal Agreements as required by HB479 (2024 Session) that needs to be in place by October of this year. It is our intent to work collaboratively with Palm Beach County to finalize them prior to the statutory deadline, however, the opposing interpretations of State law regarding the Impact Fee is problematic.

As we are in a new era of County/City cooperation, the Village of Palm Springs respectfully requests that the BCC review the County's and the Cities' positions on Impact Fees and Plan-based Mobility Fees in a public meeting with the affected municipalities present. It is our belief that through a dialogue and the presentation of relevant information, we may be able to avert a looming legal clash and avoid wasting government resources, time and effort at all levels.

I look forward to hearing back from you and to continuing our good working relationship for the betterment of all Palm Beach County citizens.

In Public Service,

Bev Smith
Mayor

Attachments
Cc: Honorable Gregg K. Weiss, District 2
Honorable Joel G. Flores, District 3
Honorable Marci Woodward, District 4
Honorable Maria Sachs, District 5
Honorable Sara Baster, District 6
Honorable Bobby Powell, Jr., District 7
Verdenia Baker, County Administrator
Denise Coffman, County Attorney
Whitney Carroll, PZ&B Director
Thuy Shutt, Planning Division Director
Richard C. Radcliffe, Executive Director, PBC League of Cities

Attachment 1

Planning, Zoning & Building Department

2300 North Jog Road
West Palm Beach, FL 33411-2741
(561) 233-5000

Planning Division 233-5300
Zoning Division 233-5200
Building Division 233-5100
Code Compliance 233-5500
Contractor Regulations 233-5525
Administration Office 233-5005
Executive Office 233-5228
www.pbc.gov/pzb

Palm Beach County Board of County Commissioners

Maria G. Marino, Mayor

Sara Baxter, Vice Mayor

Gregg K. Weiss

Joel G. Flores

Marci Woodward

Maria Sachs

Bobby Powell Jr.

County Administrator

Verdenia C. Baker

"An Equal Opportunity Affirmative Action Employer"

printed on sustainable and recycled paper

Emailed on March 13, 2025

March 13, 2025

Mr. Michael Bornstein
Village of Palm Springs
226 Cypress Lane
Palm Springs FL 33461

RE: Village of Palm Springs Transportation and Mobility Fee Amendments – PSP 222

Dear Mr. Bornstein,

Palm Beach County staff submits this letter pursuant to Chapter 163.3184(3)(b)3, Florida Statutes (F.S.), as formal comments to the proposed Transportation Element amendments to the Village of Palm Springs' (Village) Comprehensive Plan, repealing the countywide road impact fee, transportation concurrency, and proportionate share and replacing them with the Village's mobility fee within the Village's jurisdiction. Please note that a municipality cannot unilaterally repeal these laws and corresponding fees by amending its comprehensive plan in a charter county, according to Florida Constitution, Article VIII(1)(d)(g).

> *"Counties operating under county charters shall have all powers of local self-government not inconsistent with general law, or with special law approved by vote of the electors. The governing body of a county operating under a charter may enact county ordinances not inconsistent with general law. The charter shall provide which shall prevail in the event of conflict between county and municipal ordinances."*

According to this Article, the Constitution requires a county charter to have provisions explaining the circumstances under which a county ordinance will trump a conflicting municipal ordinance. Palm Beach County Charter, Section 1.3 (2), provides that county ordinances prevail in matters associated with impact fees relating to county road programs; Section 1.3(4), does the same for traffic concurrency as it relates to all collector and arterial roads that are not the responsibility of any municipality.

The Palm Beach County Charter is found in its entirety at the link below:
http://discover.pbcgov.org/pdf/publications/charter.pdf

A close on-going coordination between the Village and the County, therefore, must take place to develop a mobility plan and fee that does not replace but supplements the countywide systems. Such coordination is required, as Traffic Performance Standards and Impact Fee regulations apply in all cities pursuant to Palm Beach County's Charter, including the Village of Palm Springs. Please also note that any attempt by the Village to repeal and replace County road impact fees, transportation concurrency, and proportionate share directly contradicts Section 163.3180, Florida Statutes, which provides that the Village and County *must* create and execute an interlocal agreement to coordinate the mitigation of our respective impacts. In the near future, the County will be providing an interlocal agreement in accordance with the state statutes.

The County has provided a "Notice of Intent to Object" through the

Intergovernmental Plan Amendment Review Committee (IPARC). Subsequently, the County and the Village staff have met (via Zoom) on February 21, 2025 pursuant to IPARC procedures and the County staff proposed modifications to reflect that the Village's proposed Mobility Fees be in addition to the current countywide impact fees.

Please note that per s. 163.3184(3)(b)3, F.S., the City's proposed amendment is inconsistent with several of the County's Comprehensive Plan policies (attached) including, but not limited to, Transportation Element policies 1.1-a, 1.1-b, 1.3-i, 1.12-b, 1.12-d, 1.13-a, 1.13-d, 1.13-e, and 1.13-f, and Capital Improvement Element Policy 1.6-e.3

We request that the Village continue in its ongoing coordination and support with the County as the upcoming Countywide Transportation Master Plan (CTMP) is developed to ensure that all transportation needs are met to best serve all Palm Beach County residents and visitors. In light of the upcoming CTMP, any action on the above referenced ordinance is premature.

Please let me know if you have any questions or need more information regarding this important matter

Sincerely,

Thuy Shutt,
Director Planning Division

c: PBC Board of County Commissioners
Palm Springs Village Council Members
Verdenia C. Baker, County Administrator
Patrick Rutter, Deputy County Administrator
Whitney Carroll, Esq, PZB Executive Director
Darren Leiser, Assistant County Attorney
Ryan Maher, Assistant County Attorney
David Ricks, County Engineer
Motasem Al-Turk, Director Traffic Division
Khurshid Mohyuddin, Planning Division
Derrek Moore, Impact Fee Manager
Kim Glas-Castro, Assistant Village Manager
Glenn Torcivia, Village Attorney
Iramis Cabrera, Director Palm Springs PZB

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March 13, 2025

Local Planning Agency and Village Council Transmittal Hearing

The County is aware that general laws of the State, and specifically the statutory provisions found in Chp 163.3180 and .31801, F.S., do supersede and prevail over County Charters. HB479 did not exclude Palm Beach County from the provisions of the mobility-plan and fee-based transportation system, like it did Miami-Dade.

HB479 provides that you can't charge twice for the same impact. The Village's mobility plan encompasses all modes of transportation, including impacts on county roads. The Village will be considering the final mobility plan, its recommendations, and the fee-schedule that is based upon that plan in the next couple of months. The plan-based-methodology for the fee schedule will cover all development impacts. HB479 specifies that the jurisdiction issuing permits will collect the fee. The interlocal agreement that the Village presents to the County will provide for the proportionate distribution of revenue collected from the Village's mobility fee to the County to address transportation capacity impacts on county roads.

Nothing prohibits the county from continuing traffic concurrency and collecting road impact fees in the unincorporated area. But HB479 expressly authorizes the Village to adopt an alternative transportation system that is mobility-plan and mobility-fee based.

Attachment 2

March 5th, 2025

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

To: Kimberly Glas-Castro, AICP, FRA-RA, LEED AP
Assistant Village Manager, Village of Palm Springs

From: Jonathan B. Paul, AICP
Principal, NUE Urban Concepts, LLC

Re: Village of Palm Springs Comprehensive Plan Amendment (CPA): Mobility

Palm Beach County, based on its current Charter, requires new development in the County and its municipalities to comply with its transportation concurrency and road impact fee system. The County requires new development to submit a traffic impact analysis that is used to evaluate its impact and potentially make a proportionate share payment to the County to mitigate its impacts.

The Village's CPA intends to replace County mandated transportation concurrency, proportionate share, and road impact fees with an alternative transportation system.

In 2013, the Florida Legislature allowed **any local government**, under Florida Statute Section 163.3180, to **adopt** an **alternative mobility funding system** to **replace** transportation concurrency and made **no exception for Charter Counties**.

In 2024, the Florida Legislature confirmed, through House Bill 479 (HB 479), that **any local government** may **adopt** an **alternative transportation system** (fka alternative mobility funding system) that is mobility-plan and fee-based, to **replace** transportation concurrency and made **no exception for Charter Counties**.

To address ongoing issues between municipalities and counties, the Legislature added definitions for mobility plans and mobility fees through HB 479. In addition, the Legislature required that under **an alternative transportation system, only one fee to mitigate transportation capacity impacts may be collected from development and that the local government issuing building permits is the entity that shall collect the fee.**

HB 479 requires a municipality and county to create an implement an interlocal agreement that **(1) is based on a mobility plan to mitigate impacts from development; and (2) ensures development does not pay twice for its impact.** There are additional requirements where local governments don't enter into an interlocal after October 1st, 2025.

The Palm Beach County objections to the Village's Comprehensive Plan amendment directly conflict with Florida Statute. The County is not exempt from allowing the Village to adopt an alternative transportation system to replace the County transportation concurrency system.

All of the County's suggested changes to the Village's CPA maintain the current County system. This is not a negotiation or compromise by the County; it maintains the status quo.

Upon adoption of the Mobility Plan and Fee, the Village will make best efforts to enter into an interlocal agreement with the County based on the Village Mobility Plan. The County does not currently have an adopted mobility plan from which to negotiate mitigation of impacts.

Exhibit 4
Formal Written Objection dated March 28, 2025 from Palm Beach County to the Palm Beach County to IPARC

FORMAL WRITTEN OBJECTION

TO: Clearinghouse and Village of Palm Springs

FROM: Palm Beach County

DATE: March 28, 2025

RE: Village of Palm Springs Comprehensive Plan Amendment PSP-222;
Local Planning Agency – March 13, 2025;
Village Council Transmittal – March 13, 2025

Palm Beach County hereby files a formal objection to the proposed Village of Palm Springs's Comprehensive Plan Amendment # PSP-222 for the following reasons:

1. The County objects to the Village's proposed Transportation And Mobility Element Comprehensive Plan Amendments because they repeal the County's transportation concurrency, proportionate share, and road impact fee programs the County utilizes to account for impacts to County roads within the municipality. The County objects to all provisions which attempt to eliminate any of these important funding sources for the countywide transportation network. Our objection is based upon the fact that a municipality cannot unilaterally repeal these County programs. Under the County's Charter, which was approved by all County residents, Traffic Performance Standards and Impact Fee regulations are applicable in every municipality, including the Village of Palm Springs.

   The County constructs and maintains facilities throughout its roughly 1,977 square mile area, which includes 39 municipalities. Residents as well as visitors rely upon the major thoroughfare road network and bus system to travel throughout the County. To contend that any municipality within the County, or segments thereof, can exist and thrive economically in isolation from its surrounding communities is misguided.

   a. At the municipal level, it is difficult to sustain a mass transit system given the needed development density/intensity providing for an economically viable customer base.

   b. Every community, including Palm Springs, depends upon the County's road network and Palm Tran bus services to provide for mobility and economic prosperity.

   According to The Census Bureau's "On the Map" database, using the latest available data from 2022, 97.0% of the individuals employed in the Village of Palm Springs lived outside the Village. Additionally, the data shows that 91.2% of employed residents of the Village travel to jobs located outside of the Village limits. Both residents and non-residents use County roads to get to and from their jobs.

   The County supports efforts that supplement the provision of transportation facilities and enhance safety and mobility for all modes of transportation throughout the County, however, we must object to the proposed Comprehensive Plan Amendments for the reasons set forth above.

2. The Village did not consult or collaborate with the County regarding these pending amendments as required by the following Village Goals, Objectives and Policies:

Objective 1.1 – Intergovernmental Coordination Element (ICE) - Maintain planning coordination with adjacent municipalities, Palm Beach County, the School District of Palm Beach County, and current municipal service providers.

Policy 1.1.1 – ICE - The Village shall continue to coordinate, as appropriate, with the Town of Lake Clarke Shores, the City of Greenacres, the City of Atlantis, the City of Lake Worth Beach, the City of West Palm Beach, Palm Beach County, the School District of Palm Beach County (SDPBC), the Palm Beach Transportation Planning Agency, Treasure Coast Regional Planning Council (TCRPC), South Florida Water Management District (SFWMD), and appropriate special districts regarding pending land use amendments or land development decisions within the Village and formally notify appropriate governments of pending planning or development activities on lands adjacent to their borders.

Policy TM 3.2.5 – Transportation and Mobility (TM) - The Village of Palm Springs shall continue to collaborate with Palm Beach County and neighboring municipalities to ensure the Transportation Element and Mobility Plan is compatible with related municipal plans.

Goal TM 4 – The Village of Palm Springs shall coordinate with Palm Beach County, surrounding Municipalities and the Palm Beach TPA to achieve an efficient regional transportation system ~~network~~

The following is a timeline of the proposed amendments showing that the Village did not reach out to the County until after it presented the amendments to its Planning and Zoning Advisory Board.

- On February 11, 2025, the Village held its first hearing (Planning and Zoning Advisory Board.)
- On February 12, 2025, the Village Manager emailed the PBC Planning Department advising it of the proposed changes.
- On February 13, 2025, Palm Beach County received the IPARC notification about the Village hearings.
- On February 19, 2025, Palm Beach County issued its Notice of Intent to Object and submitted it to the Clearinghouse.
- On February 21, 2025, County staff held a meeting with Palm Springs' staff to discuss the proposed amendments.
- On February 25, 2025, County staff submitted alternative language to the Village which would make the Village Mobility Fees supplemental and additional to the Countywide Impact Fees.
- On March 11, 2025 Village staff indicated to County staff that the original Mobility Fee language, including replacement of Countywide Impact Fees, will be presented to the Village Council.
- On March 13, 2025, Palm Beach County staff attended and spoke at the Village Local Planning Agency, and the Village Council Transmittal hearings. County staff submitted its formal comment letter dated March 13, 2025 regarding the proposed Comprehensive Plan Amendments.

As previously stated, while there are opportunities for discussion that may satisfy both of our interests, these amendments were not coordinated with the County nor was the County invited into any meaningful discussions of the Village's transportation needs, visions, goals, or plans.

3. Pursuant to Section 163.3184(3)(b)3, F.S., the Village's proposed amendments are inconsistent with several of the County's Comprehensive Plan policies including, but not limited to, Transportation Element policies 1.1-a, 1.1-b, 1.3-i, 1.12-b, 1.12-d, 1.13-a, 1.13-d, 1.13-e, and 1.13-f, and Capital Improvement Element Policy 1.6-e.3, as shown in Exhibit 1.

This formal objection shall be transmitted to Department of Florida Commerce.

_____
Signature of Government's Authorized Designee

FOR USE BY CLEARINGHOUSE

_____ _____ Forwarded On_____to:
Date of Receipt *Signature of Clearinghouse* *Date*_____
Local Government

Panel Meeting Scheduled For_____

Panel Member 1 _____

Panel Member 2 _____

Panel Member 3 _____

\\pbcgov.org\pzb\data\Planning\Intergovernmental\IPARC\2025\Palm Springs\Formal Objection and Panel Package\2025 03 28 - PS formal IPARC objection.DWL Redline-rm-clean-km.doc

Exhibit 5
Conclusions of April 8, 2025, IPARC Fact-Finding Panel

FACT FINDING PANEL OPINION LETTER

TO: Initiating Local Government – Palm Springs

Participant Objector – Palm Beach County

FROM: Panel Member 1 – Cory Lyn Cramer, Chair
Panel Member 2 - Jennifer Hofmeister Drew
Panel Member 3 – Jay Hubsch

DATE: April 8, 2025

RE: Reference #: PSP-222

Property Owner (if site specific): N/A

Date written objection received: March 28, 2025

A Fact-Finding Panel Meeting was held on April 8, 2025 to consider the following objection(s):

Palm Springs plan amendments that would create a Transportation and Mobility Element and policies which would repeal the County's transportation concurrency, proportionate share, and road impact fee programs. The County added insufficient coordination efforts in developing the policies in the plan. Lastly, the amendments are inconsistent with several policies within the adopted County plan.

The panel heard a presentation from:
Kim Glas-Castro presented on behalf of Palm Springs and Khurshid Mohyuddin on behalf of Palm Beach County. The parties disagree on several items related to the rules, laws, and governing documents related to transportation and mobility planning.

Technical assistance was also provided as follows: Palm Beach County staff in attendance included: Planning Department – Thuy Shutt, Director; Jeff Gagnon, Deputy Director; Jorge Perez; County Attorney representation from Ryan Maker and Darren Leiser; and Mo Al-Turk from County Engineering.

Having heard the presentation and testimony from both entities the Fact-Finding Panel issues the following conclusions: (Note: If more than one objection/conclusion is reached on each specific objection.)

____ The objection appears to have been one of miscommunication and it appears to be resolved; no further action is necessary.

____ There is insufficient data and analysis upon which to support either the amendment or the objection or both.

_X_ Sufficient data and analysis was provided and a conflict appears to exist. The conflict should be resolved either:

____ through the normal Florida State review process ; or

_X_ in a conflict resolution forum such as provided in Article IX (Conflict Resolution Panel), mediating services as provided by the Treasure Coast Regional Planning Council, or some other forum for mediation.

____ Sufficient data and analysis was provided. The Panel concludes the objection is not justified by the information provided.

____ Other.

Basis for decision:

A conflict exists and mediation is appropriate to come to a resolution.

Chair Cory Lyn Cramer
Signature of Chair

Date: 4.9.2025

Exhibit 6
Letter dated April 16, 2025 from Palm Beach County

Addendum to Agenda Item 4B6

Planning, Zoning & Building Department

2300 North Jog Road
West Palm Beach, FL 33411-2741
(561) 233-5000

Planning Division 233-5300
Zoning Division 233-5200
Building Division 233-5100
Code Compliance 233-5500
Contractor Regulations 233-5525
Administration Office 233-5005
Executive Office 233-5228
www.pbc.gov/pzb

Palm Beach County Board of County Commissioners

Maria G. Marino, Mayor

Sara Baxter, Vice Mayor

Gregg K. Weiss

Joel Flores

Marci Woodward

Maria Sachs

Bobby Powell, Jr.

County Administrator

Verdenia C. Baker

"An Equal Opportunity Affirmative Action Employer"

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Emailed on April 16, 2025

April 16, 2025

Donna Harris, Senior Plan Processor
State Land Planning Agency
Caldwell Building
107 East Madison – MSC 160
Tallahassee FL 32399-4120

RE: Village of Palm Springs Transportation and Mobility Fee Amendments – PSP 222 (Ord 2025-02)

Dear Ms. Harris,

Palm Beach County (the "County") is providing this letter as its comments pursuant to section 163.3184(3)(b), Florida Statutes. The Village of Palm Springs (the "Village") proposed comprehensive plan amendments violate the County's Comprehensive Plan to the extent that they propose to repeal countywide road impact fee, transportation concurrency, and proportionate share; and replace them with the Village's mobility fee within the Village's jurisdiction. Specifically, the proposed amendments include the following language:

> Policy TM 3.1.4 – Applicants for new development shall mitigate off-site traffic impacts to the transportation system through payment of a mobility fee to the Village ~~As part of the Concurrency Review Process, the Village of Palm Springs shall make sure necessary facilities and services are in place~~ at the time a Development Permit is issued.
>
> Policy TM 3.1.5 – The Village of Palm Springs shall negotiate with Palm Beach County the utilization of a portion of mobility fees paid by applicants to mitigate traffic impacts and fund mobility projects on County Roads identified in the Village's Mobility Plan. ~~may issue a Development Permit if the Palm Beach County Traffic Engineering Division determines that the proposed development will not adversely affect the adopted level of service on the roadway, or if a proportionate fair share payment agreement is approved.~~
>
> Policy TM 3.2.5 – The Village of Palm Springs shall continue to collaborate with Palm Beach County and neighboring municipalities to ensure the Transportation Element and Mobility Plan is compatible with related municipal plans.
>
> Policy TM 3.3.2 – Level Of Service (LOS) standards are intended to be used for mobility planning purposes and site access studies, not for regulating development. The Village of Palm Springs recognizes County and FDOT's level of service standards but is not financially responsible for ensuring those standards are maintained. ~~The Village of Palm Springs shall continue to enforce the Palm Beach County Traffic Performance Standard Ordinance to ensure that roadway capacities will be available when necessitated by development.~~
>
> Policy TM 4.1.7 – The Village of Palm Springs shall update or modify this element, as needed, to ensure it is compatible with updates to the ~~Palm Beach County Comprehensive Plan and Unified Land Development Code (ULDC),~~ the

Palm Beach TPA LRTP, and the FDOT Florida Transportation Plan.

Objective TM 4.2 – The Village of Palm Springs shall establish an alternative transportation system to replace transportation concurrency, transportation concurrency exception areas, and traffic mitigation payments and fees for development consistent with the Comprehensive Plan through adoption of a mobility fee based on the Village's Mobility Plan. supports the Palm Beach County Urban Redevelopment Area (URA) Transportation Concurrency Exception Area (TCEA) which includes lands within the Village's jurisdiction. The TCEA standards are established by Palm Beach County and delineated in the corresponding Policies. The supporting data and analysis are adopted by reference.

Policy TM 4.2.1 – The Village of Palm Springs Mobility Plan shall identify the mobility projects needed to accommodate travel demand from development, mitigate impacts to the transportation system from that development, and enhance mobility for the Village's residents, businesses, employees, students, patrons, and visitors. ~~supports and locally designates the TCEA for the Military Trail Corridor, Congress Avenue Corridor, Military Trail South Corridor, Lake Worth Road/Congress Avenue South Corridor, and the Florida Mango & 10th Avenue Node (identified in the Future Land Use Map Series).~~

Policy TM 4.2.3 – The Village of Palm Springs shall administer, implement, maintain, and periodically update its Mobility Plan and Mobility Fee to plan, design, fund, and construct mobility projects to enhance the transportation system. ~~Projects within the TCEA may utilize the concurrency provisions of the TCEA. Only projects that are consistent with the Palm Beach County URA Master Plan and associated land development regulations as adopted by the Palm Beach County Board of County Commissioners may utilize the provisions of the TCEA.~~

Policy TM 4.2.5 – The mobility projects established in the Mobility Plan shall serve as the basis for calculation of the Village's mobility fee. The mobility fee shall be a one-time assessment to mitigate the impact of development on the transportation system. The mobility fee shall meet the dual rational nexus test and shall be roughly proportional to the person travel demand generated by development. ~~The Village of Palm Springs acknowledges that each section of the TCEA shall be limited to the maximum allowable number of units, square footage, total daily trips, and total P.M. peak hour trips identified in Tables TM-1 through TM-5.~~

Policy TM 4.2.6 – The mobility fee shall be the only transportation mitigation fee assessed on development within the Village to ensure that new development is not held to a higher standard than existing development, is not assessed for systemwide deficiencies, is not paying twice for the same impacts, and is not paying more than the cost of mobility projects reasonably attributable to the travel demand impact of new development. ~~The Village of Palm Springs shall adopt and maintain regulations in the LDC which require that proposed TCEA project applicants submit a traffic generation study for approval to the Palm Beach County Engineer, showing external project traffic and all other existing and committed development traffic in the area to demonstrate that the proposed project is within the limits for allowable land uses and trips set forth in Tables~~

~~TM-1 through TM-5.~~

Policy TM 4.2.7 – The Village of Palm Springs will make its best efforts to negotiate an interlocal agreement with the County to allocate a share of the mobility fees collected within the Village to fund mobility projects on County Roads identified in the Village's Mobility Plan. ~~will attempt to acknowledges that Palm Beach County maintains that no building permits shall be issued for new development in a section of the TCEA when the applicable maximum allowable limit for that land use is reached in that TCEA section.~~

~~Policy TM 4.2.8 – The Village of Palm Springs acknowledges that any project utilizing this TCEA and significantly impacting the Strategic Intermodal System (SIS) shall be required to address its impacts on SIS facilities pursuant to the Palm Beach County ULDC.~~

~~Policy TM 4.2.9 – The Village of Palm Springs shall continue to coordinate with Palm Beach County regarding policies for the TCEA, pursuant to section 163.3180, Fla. Stat., and the Village shall update its Comprehensive Plan within 18 months of any TCEA policy update to the County's Comprehensive Plan.~~

The proposed amendments are in direct conflict with the County Goals, Objectives, and Policies listed in Exhibit 1 of this letter. The County's Comprehensive Plan establishes these County programs, and, under the County's charter, they apply to County roads throughout the County, regardless of where the road is located. The Village has no legal authority to repeal any of these Comprehensive Plan policies. To be clear, the County does not contest the Village's right to adopt a mobility plan or mobility fees, it only contests the portions of the proposed amendments that repeal language related to County's Transportation Concurrency, Proportionate Share, and Road Impact Fee. To date, the County has formally objected through the Intergovernmental Plan Amendment Review Committee (IPARC) and subsequently participated in the IPARC's Fact Finding Panel meeting. Subsequent to that meeting, the Panel issued an opinion letter stating that sufficient data and analysis had been provided to indicate that there is a conflict between the Village's proposed amendments and the County's Comprehensive plan.

Please let me know if you have any questions or need more information regarding this important matter.

Sincerely,

Thuy Shutt
Director Planning Division

c: Patrick Rutter, Deputy County Administrator
Whitney Carroll, Esq, PZB Executive Director
Darren Leiser, Assistant County Attorney
Ryan Maher, Assistant County Attorney
David Ricks, County Engineer
Motasem Al-Turk, Director Traffic Division
Khurshid Mohyuddin, Planning Division
Derrek Moore, Impact Fee Manager
Kim Glas-Castro, Assistant Village Manager
Glenn Torcivia, Village Attorney
Larry Hymowitz, Planning Specialist, FDOT
Tom Lanahan, Executive Director, TCRPC

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EXHIBIT 1 - PALM BEACH COUNTY COMPREHENSIVE PLAN

TRANSPORTATION ELEMENT POLICIES

Policy 1.1-a: Development Orders issued by the County and municipalities shall be consistent with the level of service standards of this Element and the Countywide Traffic Performance Standard Ordinance. Roadway capacity shall be provided to accommodate development-related impacts at the adopted Level of Service (LOS) standard, except where otherwise indicated in Objective 1.2 of this Element or in other Goals, Objectives, and Policies of the Palm Beach County Comprehensive Plan. The implementing ordinance may effect a partial exercise in municipalities by the authority established by Section 1.3(4) of the Palm Beach County Charter.

Policy 1.1-b: No development order shall be issued by the County or a municipality for any project that adds traffic to a thoroughfare network street or intersection as defined herein and in the Unified Land Development Code (ULDC) Traffic Performance Standard that causes a LOS in Test One or Test Two to deteriorate below adopted standards. Traffic shall be measured by application of Test One and Test Two as described below and set forth with greater specificity in the ULDC. Exceptions are limited to those Specific Exceptions as provided for in this Element.

1. Test One shall analyze the projected levels of service on the intersections and links of the Thoroughfare network as defined in the ULDC. The analysis shall consist of two components; Test One Part One – Intersection Analysis and Test One Part Two – Link Analysis.

a. Test One Part One shall utilize the peak season, peak hour turning movement volumes at Major Intersections as defined in the ULDC. The intersections must satisfy the LOS D thresholds using the 1985 Highway Capacity Manual-Planning Methodology (also known as the Critical Movement Analysis, CMA). In addition to performing this analysis, subsequent analysis may be performed to show compliance using the most current Highway Capacity Manual Intersection Operational Analysis.

b. Test One Part Two shall utilize the peak season, peak hour, peak direction traffic volumes on links within or beyond the Radius of Development Influence (RDI) where the project has a significant impact as defined in the ULDC.

1) The total project traffic volumes on links shall not exceed the applicable LOS D peak hour, peak direction service volumes as identified in Table TE 1a of this Element. The applicable facility class for each link shall be determined on the basis of the number of traffic signals per mile anticipated by the County Engineer to be in place by the buildout time frame of the proposed project being evaluated. Additionally, for all links where the total traffic peak hour directional volumes exceed the applicable service volume in Table TE 1a and for all links where the uninterrupted flow service volume has been utilized, the Major Intersections on each end of the link shall meet LOS D Intersection Thresholds as identified in Table TE 1b.

2) If the link fails the analysis under 1), then a more detailed analysis using the HCM Arterial Analysis Operational methodology can be done provided the following conditions are met:

a) the Major Intersections at each end of the link meet the LOS D Intersection Thresholds in Table TE 1b, and

b) the buildout period is five years or fewer, and
c) the traffic signals projected to be in place on the link during the Buildout period of the Traffic Impact Study are less than or equal to 2 miles apart

If the more detailed analysis is done and the link meets the LOS D Speed Thresholds in Table TE 1c, then the project passes Part Two of Test One. If the conditions to permit the more detailed analysis are not met or the link does not meet the LOS Speed Thresholds in Table TE 1c, then the project fails Part Two of Test One.

2. Test 2-Five Year Analysis: No project shall be approved for development by the County or a municipality unless it can be shown that the traffic impact of the proposed development meets the requirements of Test 2 as described in greater detail in the ULDC. A Test 2 analysis will address all traffic anticipated to be in place at the end of the fifth year of the Florida Department of Transportation Five-Year Transportation Improvement program in effect at the time of traffic analysis submittal. LOS E, provided for in Tables 2a through 2c shall be employed in application of Test 2 as set forth in greater detail in the ULDC.

3. The level of Service D thresholds for Test One, Parts One and Two are shown in Tables TE-1a through TE-1c.

4. The Level of Service E thresholds for Test Two are shown in Tables TE-2a through TE-2c.

Policy 1.3-i: The County will maintain policies and programs which ensure that the overall transportation system meets the County's level of service criteria in order to provide viable alternatives to the Florida Intrastate Highway System & the Strategic Intermodal System, and to protect their interregional and intrastate functions.

Policy 1.12-b: New development shall be assessed an appropriate impact fee to help provide funding for roadway improvements to serve the development.

Policy 1.12-d: The Five Year Road Improvement Program shall be consistent with the 1990 Countywide Traffic Performance Standards Ordinance and serve as input to the Capital Improvement Element's Five Year Road Improvement Schedule.

Policy 1.13-a: The County shall utilize intergovernmental programs identified in the Intergovernmental Coordination Element, such as the Intergovernmental Plan Amendment Review Committee (IPARC), to implement the Goal, Objectives, and Policies of the County's Transportation Element.

Policy 1.13-d: To ensure the availability of adequate transportation facilities, the County's transportation system shall be coordinated with local comprehensive plans to reflect the demand created by anticipated development.

Policy 1.13-e: The Palm Beach County Planning Division and Engineering Department shall establish a coordinated review process that will ensure that the Palm Beach County Six Year Road Improvement Schedule is consistent with Goals, Objectives, and Policies of the Comprehensive Plan.

Policy 1.13-f: The County shall continue to work with jurisdictions in adjacent counties and municipalities within Palm Beach County to coordinate transportation related

issues, such as 1) the locations and dimensions of thoroughfare rights-of-way and to address multi-jurisdictional traffic impacts to assure maintenance of acceptable Level of Service on the traffic circulation network, 2) the future transit needs and delivery services, and 3) the provisions and operations of non-vehicular modes as they relate to intercounty travel.

CAPITAL IMPROVEMENT ELEMENT POLICY

Policy 1.6-e.3: Fair-Share Road Impact Fees, pursuant to Ordinance 89-19, shall continue to be assessed to residential and non-residential development Countywide, for County roads.

Exhibit 8
Letter dated April 24, 2025 from Village of Palm Springs

Addendum 2 to Agenda Item 4B6

Office of the Village Manager
226 Cypress Lane
Palm Springs, FL 33461
(561) 584-8200
www.vpsfl.org

Treasure Coast Regional Planning Council
421 SE Camden Avenue
Stuart, FL 34994

April 24, 2025

RE: Village of Palm Springs Amendment No. 25-01ESR

Dear Honorable Chairman Bonna and Council Members:

The Village respectfully disagrees with staff's recommendation that the Village delay adoption of the proposed amendments until the forthcoming Countywide Transportation Master Plan (CTMP) is complete, and asks that the last line be stricken in their conclusion.

House Bill 479 (2024 Session) provides a specific deadline of October 1, 2025, for a municipality and county to create and implement an interlocal agreement that (1) is based on a mobility plan to mitigate impacts from development; and (2) ensures development does not pay twice for its impact. The first step to adopting a mobility plan and mobility-plan-based fee schedule is to amend the Comprehensive Plan to adopt an alternative transportation system pursuant to Chapter 163.3180 and .31801, F.S. To meet the statutory deadline, the Village is compelled to move forward with adoption of the comprehensive plan amendments, adoption of the mobility plan and adoption of the mobility fee ordinance.

The Village looks forward to a collaborative countywide transportation planning effort with Palm Beach County and the 39 cities. The Palm Springs mobility plan will provide the local multi-modal facilities that will be funded by the Village mobility fee and play a part in the regional transportation network. We anticipate that there will be a shift to alternative modes of transportation and a reduction in trips on the regional roadway network because of 1) the land use changes allowing greater intensity mixed use projects (that you reviewed at your July 2024 meeting), and 2) the multi-modal improvements proposed in our mobility plan.

Funding sources for priority projects recommended in the CTMP will be a topic of discussion in 2026-2027, but the Village will have a mobility fee in place that considers new development's impacts on all modes of transportation, including a pro rata share going to Palm Beach County for impacts on county roadways, that is separate from funding the resulting CTMP priority projects.

Palm Springs Mayor Smith has requested a meeting between the County Commission and Municipal Representatives to discuss and resolve differing policies on impact fees and mobility fees, and we look forward to this collaboration.

Chapter 163, F.S. expressly authorizes the Village to adopt an alternative transportation system that is mobility-plan and mobility-fee based. The Village's proposed amendments are consistent with the Council's Strategic Regional Policy Plan (SRPP) that states that the "Region's transportation system should be one that integrates alternate modes of travel into one balanced system that supports community goals, enhances urban life, increases mobility, and provides for the safe and efficient movement of people and goods." The Village's proposed amendments are consistent with the SRPP.

Thank you for this consideration.

Respectfully,

Kim Glas-Castro, AICP, FRA-RA, LEED AP
Assistant Village Manager

Office of the Mayor
226
Cypress Lane
Palm Springs, FL 33461
(561) 584-8200
www.vpsfl.org

March 17, 2025

Honorable Maria G. Marino
Mayor, Board of County Commissioners
301 North Olive, 12th Floor
West Palm Beach, Florida 33401

RE: County Position on Impact Fees and Mobility Fees

Dear Mayor Marino:

At the Palm Springs LPA hearing and Village Council meeting on March 13th, the Council considered and approved on first reading Ordinance no. 2025-02, amending the Village's comprehensive plan to adopt an alternative transportation system that is mobility-plan and mobility-fee based. During the hearing and meeting, a letter from Thuy Shutt, Planning Division Director was presented by Khurshid Mohyuddin, Principal Planner objecting to the elimination of the County Road Impact Fee within Palm Springs (**Attachment 1**). Our Consultant and Village Staff also presented information which countered the County's argument and provided a recommendation to proceed with our Mobility Plan and Mobility Fee as outlined in state law (**Attachment 2**). After voting unanimously to proceed with the transmittal of the proposed comprehensive plan amendments, the Council by consensus wanted to convey to the Board of County Commissioners a desire to reach a resolution to this apparent conflict and thus avoid legal confrontation.

Currently there are several cities working together to standardize a template for the Interlocal Agreements as required by HB479 (2024 Session) that needs to be in place by October of this year. It is our intent to work collaboratively with Palm Beach County to finalize them prior to the statutory deadline, however, the opposing interpretations of State law regarding the Impact Fee is problematic.

As we are in a new era of County/City cooperation, the Village of Palm Springs respectfully requests that the BCC review the County's and the Cities' positions on Impact Fees and Plan-based Mobility Fees in a public meeting with the affected municipalities present. It is our belief that through a dialogue and the presentation of relevant information, we may be able to avert a looming legal clash and avoid wasting government resources, time and effort at all levels.

I look forward to hearing back from you and to continuing our good working relationship for the betterment of all Palm Beach County citizens.

In Public Service,

Bev Smith
Mayor

Attachments
Cc: Honorable Gregg K. Weiss, District 2
Honorable Joel G. Flores, District 3
Honorable Marci Woodward, District 4
Honorable Maria Sachs, District 5
Honorable Sara Baster, District 6
Honorable Bobby Powell, Jr., District 7
Verdenia Baker, County Administrator
Denise Coffman, County Attorney
Whitney Carroll, PZ&B Director
Thuy Shutt, Planning Division Director
Richard C. Radcliffe, Executive Director, PBC League of Cities

Attachment 1

Planning, Zoning & Building Department

2300 North Jog Road
West Palm Beach, FL 33411-2741
(561) 233-5000

Planning Division 233-5300
Zoning Division 233-5200
Building Division 233-5100
Code Compliance 233-5500
Contractor Regulations 233-5525
Administration Office 233-5005
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www.pbc.gov/pzb

Palm Beach County Board of County Commissioners

Maria G. Marino, Mayor

Sara Baxter, Vice Mayor

Gregg K. Weiss

Joel G. Flores

Marci Woodward

Maria Sachs

Bobby Powell Jr.

County Administrator

Verdenia C. Baker

"An Equal Opportunity Affirmative Action Employer"

printed on sustainable and recycled paper

Emailed on March 13, 2025

March 13, 2025

Mr. Michael Bornstein
Village of Palm Springs
226 Cypress Lane
Palm Springs FL 33461

RE: Village of Palm Springs Transportation and Mobility Fee Amendments – PSP 222

Dear Mr. Bornstein,

Palm Beach County staff submits this letter pursuant to Chapter 163.3184(3)(b)3, Florida Statutes (F.S.), as formal comments to the proposed Transportation Element amendments to the Village of Palm Springs' (Village) Comprehensive Plan, repealing the countywide road impact fee, transportation concurrency, and proportionate share and replacing them with the Village's mobility fee within the Village's jurisdiction. Please note that a municipality cannot unilaterally repeal these laws and corresponding fees by amending its comprehensive plan in a charter county, according to Florida Constitution, Article VIII(1)(d)(g).

> *"Counties operating under county charters shall have all powers of local self-government not inconsistent with general law, or with special law approved by vote of the electors. The governing body of a county operating under a charter may enact county ordinances not inconsistent with general law. The charter shall provide which shall prevail in the event of conflict between county and municipal ordinances."*

According to this Article, the Constitution requires a county charter to have provisions explaining the circumstances under which a county ordinance will trump a conflicting municipal ordinance. Palm Beach County Charter, Section 1.3 (2), provides that county ordinances prevail in matters associated with impact fees relating to county road programs; Section 1.3(4), does the same for traffic concurrency as it relates to all collector and arterial roads that are not the responsibility of any municipality.

The Palm Beach County Charter is found in its entirety at the link below:
http://discover.pbcgov.org/pdf/publications/charter.pdf

A close on-going coordination between the Village and the County, therefore, must take place to develop a mobility plan and fee that does not replace but supplements the countywide systems. Such coordination is required, as Traffic Performance Standards and Impact Fee regulations apply in all cities pursuant to Palm Beach County's Charter, including the Village of Palm Springs. Please also note that any attempt by the Village to repeal and replace County road impact fees, transportation concurrency, and proportionate share directly contradicts Section 163.3180, Florida Statutes, which provides that the Village and County *must* create and execute an interlocal agreement to coordinate the mitigation of our respective impacts. In the near future, the County will be providing an interlocal agreement in accordance with the state statutes.

The County has provided a "Notice of Intent to Object" through the

Intergovernmental Plan Amendment Review Committee (IPARC). Subsequently, the County and the Village staff have met (via Zoom) on February 21, 2025 pursuant to IPARC procedures and the County staff proposed modifications to reflect that the Village's proposed Mobility Fees be in addition to the current countywide impact fees.

Please note that per s. 163.3184(3)(b)3, F.S., the City's proposed amendment is inconsistent with several of the County's Comprehensive Plan policies (attached) including, but not limited to, Transportation Element policies 1.1-a, 1.1-b, 1.3-i, 1.12-b, 1.12-d, 1.13-a, 1.13-d, 1.13-e, and 1.13-f, and Capital Improvement Element Policy 1.6-e.3

We request that the Village continue in its ongoing coordination and support with the County as the upcoming Countywide Transportation Master Plan (CTMP) is developed to ensure that all transportation needs are met to best serve all Palm Beach County residents and visitors. In light of the upcoming CTMP, any action on the above referenced ordinance is premature.

Please let me know if you have any questions or need more information regarding this important matter

Sincerely,

Thuy Shutt,
Director Planning Division

c: PBC Board of County Commissioners
Palm Springs Village Council Members
Verdenia C. Baker, County Administrator
Patrick Rutter, Deputy County Administrator
Whitney Carroll, Esq, PZB Executive Director
Darren Leiser, Assistant County Attorney
Ryan Maher, Assistant County Attorney
David Ricks, County Engineer
Motasem Al-Turk, Director Traffic Division
Khurshid Mohyuddin, Planning Division
Derrek Moore, Impact Fee Manager
Kim Glas-Castro, Assistant Village Manager
Glenn Torcivia, Village Attorney
Iramis Cabrera, Director Palm Springs PZB

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Attachment 2

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

March 5th, 2025

To: Kimberly Glas-Castro, AICP, FRA-RA, LEED AP
Assistant Village Manager, Village of Palm Springs

From: Jonathan B. Paul, AICP
Principal, NUE Urban Concepts, LLC

Re: Village of Palm Springs Comprehensive Plan Amendment (CPA): Mobility

Palm Beach County, based on its current Charter, requires new development in the County and its municipalities to comply with its transportation concurrency and road impact fee system. The County requires new development to submit a traffic impact analysis that is used to evaluate its impact and potentially make a proportionate share payment to the County to mitigate its impacts.

The Village's CPA intends to replace County mandated transportation concurrency, proportionate share, and road impact fees with an alternative transportation system.

In 2013, the Florida Legislature allowed **any local government**, under Florida Statute Section 163.3180, to **adopt** an **alternative mobility funding system** to **replace** transportation concurrency and made **no exception for Charter Counties**.

In 2024, the Florida Legislature confirmed, through House Bill 479 (HB 479), that **any local government** may **adopt** an **alternative transportation system** (fka alternative mobility funding system) that is mobility-plan and fee-based, to **replace** transportation concurrency and made **no exception for Charter Counties**.

To address ongoing issues between municipalities and counties, the Legislature added definitions for mobility plans and mobility fees through HB 479. In addition, the Legislature required that under **an alternative transportation system, only one fee to mitigate transportation capacity impacts may be collected from development and that the local government issuing building permits is the entity that shall collect the fee.**

HB 479 requires a municipality and county to create an implement an interlocal agreement that **(1) is based on a mobility plan to mitigate impacts from development; and (2) ensures development does not pay twice for its impact.** There are additional requirements where local governments don't enter into an interlocal after October 1st, 2025.

The Palm Beach County objections to the Village's Comprehensive Plan amendment directly conflict with Florida Statute. The County is not exempt from allowing the Village to adopt an alternative transportation system to replace the County transportation concurrency system.

All of the County's suggested changes to the Village's CPA maintain the current County system. This is not a negotiation or compromise by the County; it maintains the status quo.

Upon adoption of the Mobility Plan and Fee, the Village will make best efforts to enter into an interlocal agreement with the County based on the Village Mobility Plan. The County does not currently have an adopted mobility plan from which to negotiate mitigation of impacts.

Office of the Village Manager
226 Cypress Lane
Palm Springs, FL 33461
(561) 584-8200
www.vpsfl.org

March 13, 2025

Local Planning Agency and Village Council Transmittal Hearing

The County is aware that general laws of the State, and specifically the statutory provisions found in Chp 163.3180 and .31801, F.S., do supersede and prevail over County Charters. HB479 did not exclude Palm Beach County from the provisions of the mobility-plan and fee-based transportation system, like it did Miami-Dade.

HB479 provides that you can't charge twice for the same impact. The Village's mobility plan encompasses all modes of transportation, including impacts on county roads. The Village will be considering the final mobility plan, its recommendations, and the fee-schedule that is based upon that plan in the next couple of months. The plan-based-methodology for the fee schedule will cover all development impacts. HB479 specifies that the jurisdiction issuing permits will collect the fee. The interlocal agreement that the Village presents to the County will provide for the proportionate distribution of revenue collected from the Village's mobility fee to the County to address transportation capacity impacts on county roads.

Nothing prohibits the county from continuing traffic concurrency and collecting road impact fees in the unincorporated area. But HB479 expressly authorizes the Village to adopt an alternative transportation system that is mobility-plan and mobility-fee based.

Transportation Planning

Community Planning

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Community Development Block Grants

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Broadband

Rural Community Programs

Special Districts

Homeowner Assistance

Transportation Element

Section 163.3177(6)(b), Florida Statutes, establishes the requirements for transportation and mobility planning in local government comprehensive plans. Comprehensive plans must focus on providing a multimodal transportation system that emphasizes public transportation systems, where feasible, and encourages economic development through flexible transportation and mobility options for Florida communities. Links to transportation planning related issues and organizations are included below to help provide additional information on transportation mobility planning in Florida.

Multimodal Transportation

A multimodal transportation system recognizes the importance of providing mobility options through a variety of integrated travel modes, such as by bus or rail transit, bicycle, automobile, or foot. A well-designed multimodal transportation network minimizes impacts to the environment and enhances the livability of neighborhoods by increasing transportation options, expanding access, and increasing connectivity between destinations.

A well-designed and efficient transportation network can help create a sustainable development pattern that contributes to the community's prosperity, enhances transportation efficiency by minimizing vehicle trips and contributes to a healthier environment by reducing air pollution and greenhouse gas emissions.

The Transportation Element of a local government's comprehensive plan should contain policies that will create a well-connected multi-modal transportation network; support increased residential densities and commercial intensity; help walking become more practical for short trips; support bicycling for both short- and long-distance trips; improve transit to serve frequented destinations; conserve energy resources; reduce greenhouse gas emissions and air pollution; while maintaining vehicular access and circulation. Key multimodal transportation strategies can include the following:

- Create an interconnecting grid network of streets, connectors, arterials and sidewalks that provide a complete and accessible transportation network;
- Establish land use patterns that support a mixture of residential, commercial and retail uses, and dense populations and urban intensities, so that transit service may be provided more efficiently and economically;
- Increase the viability of pedestrian and bicycle travel;
- Integrate land use and transportation planning to create communities that provide transportation choice; and,
- Accommodate the flow of freight throughout the state so that the economy can continue to grow.

Other multimodal transportation planning efforts, such as transit-oriented developments, defined in section 163.3164(46), Florida Statutes, are being developed and planned by the Cities of Boca Raton, Clearwater, Gainesville, Jacksonville, Miami, Tampa and West Palm Beach, and in Broward, Miami-Dade, Palm Beach and Pinellas Counties and other locations. Below are a several examples of successful multimodal transportation planning efforts in Florida:

- **Alachua County, Department of Growth Management, Transportation Planning** - Alachua County's Mobility Plan includes transit-oriented development and multimodal transportation planning as one of several methods being implemented to provide mobility options.
- **City of Gainesville Comprehensive Planning** - The City of Gainesville comprehensive plan includes six mixed-use categories and eight Special Area Plans based on Traditional Neighborhood Development standards and an established Urban Infill and Redevelopment Area.

Complete Streets

Complete Streets is a transportation strategy to develop an integrated, connected networks of streets that are safe and accessible for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. According to Smart Growth America and the National Complete Streets Coalition, *Complete Streets* make active transportation such as walking and bicycling convenient, provide increased access to employment centers, commerce, and educational institutions, and allow greater choice in travel.

In Florida, complete streets are *context-sensitive*. For example, a street considered complete for use within a dense urban area would look and function very differently from one located in a rural area, and a complete suburban street would look and function differently from both the urban and rural complete streets. One way to think about what elements are necessary to create a complete street is to determine its context within the community and based upon that context, match the design and operation of that street with the direction and guidance provided in the local government's comprehensive plan.

As an example, some communities use an Urban-Rural Transect (or simply *Transect*) to assign portions of their community into approximately five or six "context zones" based on the degree of development intensity desired and geographic location, ranging from very low intensity rural context zones to more intense urban context zones. For each context zone, the community establishes a context in terms of appropriate public facility design, urban design, general spatial form, and appropriate street types.

This approach allows the local government to determine, in its comprehensive plan or other public planning document, which portions of the community fit within which context zone, and to provide guidance within the comprehensive plan as to what mobility functions (such as walking, biking, transit use) are most important in that context zone, and what design features and operational characteristics are appropriate for streets in that location.

Several examples of communities have initiated complete streets planning in Florida. Here are a few excellent examples:

- Model Design Manual for Living Streets - Los Angeles County, 2011
- Deerfield Beach Complete Street Guidelines
- Ft. Lauderdale Complete Streets

Transportation Concurrency

In accordance with the Community Planning Act, local governments may establish a system that assesses landowners the costs of maintaining specified levels of service for components of the local government's transportation system when the projected impacts of their development would adversely impact the system. This system, known as a concurrency management system, must be based on the local government's comprehensive plan. Specifically, the local government comprehensive plan must provide the principles, guidelines, standards, and strategies, including adopted levels of service, to guide the application of its transportation concurrency management system.

Prior to June 2, 2011, transportation concurrency was mandatory for local governments. Now that transportation concurrency is optional, if a local government chooses, it may eliminate the transportation concurrency provisions from its comprehensive plan and is encouraged to adopt a mobility fee based plan in its place (see below). Adoption of a mobility fee based plan must be accomplished by a plan amendment that follows the Expedited State Review Process. A plan amendment to eliminate transportation concurrency is not subject to state review.

It is important to point out that whether or not a local government chooses to use a transportation concurrency system, it is required to retain level of service standards for its roadways for purposes of capital improvement planning. The standards must be appropriate and based on professionally accepted studies, and the capital improvements that are necessary to meet the adopted levels of service standards must be included in the five-year schedule of capital improvements. Additionally, all local governments, whether implementing transportation concurrency or not, must adhere to the transportation planning requirements of section 163.3177(6)(b), Florida Statutes.

Mobility Fee Based Plans

If a local government elects to repeal transportation concurrency, it is encouraged to adopt an alternative mobility funding system that uses one or more of the tools and techniques identified in section 163.3180(5)(f), Florida Statutes:

- Adoption of long-term strategies to facilitate development patterns that support multimodal solutions, including urban design, appropriate land use mixes, intensity and density.
- Adoption of an area wide level of service not dependent on any single road segment function.
- Exempting or discounting impacts of locally desired development.
- Assigning secondary priority to vehicle mobility and primary priority to ensuring a safe, comfortable, and attractive pedestrian environment with convenient interconnection to transit.
- Establishing multimodal level of service standards that rely primarily on non-vehicular modes of transportation where existing or planned community design will provide adequate a level of mobility.
- Reducing impact fees or local access fees to promote development within urban areas, multimodal transportation districts, and a balance of mixed-use development in certain areas or districts, or for affordable or workforce housing.

Requirements for Transportation Concurrency

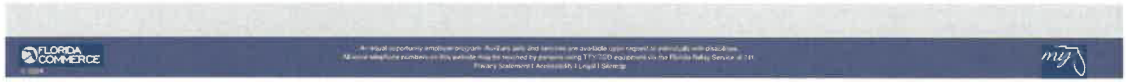
If a local government elects to use transportation concurrency, it must adhere to the following concurrency requirements in section 163.3180(5), Florida Statutes:

- Include principles, guidelines, standards, and strategies, including adopted levels of service, to guide the application of concurrency to transportation.
- Use professionally accepted studies to evaluate the appropriate levels of service.
- Adopt appropriate amendments to the capital improvements element of the comprehensive plan consistent with the requirements of section 163.3177(3), Florida Statutes.
- Allow for proportionate share contributions to mitigate transportation impacts for all developments, including developments of regional impact (DRIs), consistent with section 163.3180(5)(h), Florida Statutes.
- Consult with the Florida Department of Transportation when proposed amendments affect the Strategic Intermodal System.
- Exempt public transit facilities from concurrency.

In addition, local governments are encouraged to develop tools and techniques to complement the application of transportation concurrency consistent with section 163.3180(5)(f), Florida Statutes, and to coordinate with adjacent local governments for the purpose of using common methodologies for measuring impacts to transportation facilities.

Links

- Florida Department of Transportation - Florida Transportation Plan
- Model Regulations and Plan Amendments for Multimodal Transportation Districts
- Florida Metropolitan Planning Organizations
- Florida Department of Transportation - Forecasting and Trends Office
- Florida Scenic Highways
- Transportation Site Impact Handbook
- Florida Transit-Oriented Development
- A / Framework for Transit Oriented Development in Florida, published March 2011
- Florida Department of Transportation - Pedestrian and Bicycle Design
- Florida Department of Transportation, Public Transit Office
- Florida Safe Mobility for Life Coalition
- Florida Safe Mobility for Life Coalition's Aging in Place Checklist
- The Florida Greenbook
- Pasco County Mobility Fees



https://www.floridajobs.org/community-planning-and-development/programs/community-planning-table-of-contents/transportation-planning

Outlook

[Draft] **Palm Springs 25-01ESR Proposed**

From kglascastro@vpsfl.org
Draft saved Wed 5/14/2025 1:00 PM

From: Plan_Review <Plan.Review@dep.state.fl.us>
Sent: Wednesday, April 30, 2025 5:17 PM
To: Iramis Cabrera <icabrera@vpsfl.org>; DCPexter@commerce.fl.gov <DCPexter@commerce.fl.gov>
Cc: Plan_Review <Plan.Review@dep.state.fl.us>
Subject: Palm Springs 25-01ESR Proposed

To: Iramis Cabrera, Planning, Zoning and Building Director

Re: Palm Springs 25-01ESR – Expedited State Review of Proposed Comprehensive Plan Amendment

The Office of Intergovernmental Programs of the Florida Department of Environmental Protection (Department) has reviewed the above-referenced amendment package under the provisions of Chapter 163, Florida Statutes (F.S.). The Department conducted a detailed review that focused on potential adverse impacts to important state resources and facilities, specifically: air and water pollution; wetlands and other surface waters of the state; federal and state-owned lands and interest in lands, including state parks, greenways and trails, conservation easements; solid waste; and water and wastewater treatment.

Based on our review of the submitted amendment package, the Department has found no provision that, if adopted, would result in adverse impacts to important state resources subject to the Department's jurisdiction. However, the Department offers the following technical assistance regarding consistency with s. 163.3177, F.S.:

During the 2023 legislative session, the Florida Legislature passed House Bill (HB) 1379, Laws of Florida Chapter No. 2023-169, which revised s. 163.3177, F.S., requiring local government comprehensive plans to address the following:

- Within the general sanitary sewer, solid waste, drainage, potable water, and natural groundwater aquifer recharge element, local governments must address the upgrading of wastewater treatment facilities and prioritize advanced waste treatment (AWT), and, for local governments not included within a designated Rural Area of Opportunity, a section considering the feasibility of providing sanitary sewer services within a 10-year planning horizon to any development of more than 50 built or unbuilt residential lots with a density of more than one onsite sewage treatment and disposal

system (OSTDS; aka septic system) per acre must be included by July 1, 2024 (s. 163.3177(6)(c)3, F.S.)

Based on the Department's records, the Village of Palm Springs has not addressed the above requirements, specifically the inclusion of the wastewater feasibility analysis described in s. 163.3177(6)(c)3, F.S. If applicable developments exist within the jurisdiction, the Village must update their general sanitary sewer, solid waste, drainage, potable water, and natural groundwater aquifer recharge element to include the required information as soon as possible to address the existing noncompliance with s. 163.3177, F.S.

Please submit all future amendments by email to Plan.Review@FloridaDEP.gov. If your submittal is too large to send via email or if you need other assistance, contact Lindsay Weaver at (850) 717-9037.





Board of County Commissioners
Detail Impact Fee Revenue
Village of Palm Springs

Descriptions	FY 2023 Actual
School Impact Fee Zone 1	$ 1,296,207
Roads Impact Fees Zone 2	694,041
Parks Impact Fees Z-2	174,187
Fire Rescue Impact Fees	56,042
Public Building Impact Fees	31,001
Grand Total	**$ 2,251,479**

Summary of Impact Fees	FY 2023 Actual
School	$ 1,296,207
Roads	694,041
Fire Rescue	174,187
Parks	56,042
Public Building	31,001
Grand Total	**$ 2,251,479**

Board of County Commissioners
Impact Fees Expenditures
Road Program Zone 2

Project Name		FY 2023 Expenditure
Florida Mango Rd Over LWDD L-9&L-10 Canals, Bridge Replace	$	133,882
Okeechobee Blvd & Church St. Intersection Imp	$	6,511
Florida Mango Rd, Barbados Rd To N Of Myrica Rd	$	33,186
Military Tr & Forest Hill Blvd Intersection	$	1,382,716
45th St/E Of Haverhill To W Of Military Trail	$	12,141
Fl Mango Over LWDD L-8 Canal to Edgewater Dr to S of Barbado	$	1,757,022
10th Ave N & Boutwell Rd Intersection	$	11,969
Australian Ave/Banyan Blvd to 45th St	$	131,199
Florida Mango Rd Over LWDD L-6 Canal	$	53,945
Roebuck Rd/Jog Rd To Haverhill Rd	$	748
Haverhill Rd/N. Of Caribbean Blvd to Bee Line Hwy	$	598,518
Congress Ave & Palm Beach Lakes Blvd Intersection	$	106,384
Okeechobee Blvd/Haverhill Rd Intersection Imp	$	72,189
Gun Club Rd, Forest Estates Dr to LWDD E 3 Canal	$	86,139
Kirk Rd, Summit Blvd to Gun Club Rd	$	77,305
Kirk Rd, LWDD L-7 to Summit Blvd	$	46,042
10th Ave N, W of Congress Ave to I-95	$	512
Austrailian Avenue, I-95 to Okeechobee Blvd	$	49,664
Haverhill Rd., S. of Ceceile Ave. to N. of Century Blvd	$	11,754
Sherwood Forest Blvd., Lake Worth Rd to N of 10th Ave N	$	2,218
45th St & Haverhill Rd Intersection Improvements	$	5,101
Austrailian Ave. from Banyan Blvd to 45th	$	539,250
Grand Total	**$**	**5,118,395**

Board of County Commissioners
Detail Impact Fee Revenue
Village of Palm Springs

Descriptions	FY 2022 Actual
School Impact Fee Zone 1	$ 509,630
School Impact Fee Zone 2	107,705
Roads Impact Fees Zone 2	582,583
Parks Impact Fees Z-2	75,853
Fire Rescue Impact Fees	30,260
Public Building Impact Fees	27,366
Grand Total	**$ 1,333,396**

Summary of Impact Fees	FY 2022 Actual
School	$ 617,335
Roads	582,583
Fire Rescue	75,853
Parks	30,260
Public Building	27,366
Grand Total	**$ 1,333,396**

Board of County Commissioners
Impact Fees Expenditures
Road Program Zone 2

Project Name	FY 2022 Expenditure
Florida Mango Rd Over LWDD L-9&L-10 Canals, Bridge Replace	$ 87,839
Lake Worth Rd & Jog Rd Intersection	145
Palm Beach Lakes Blvd & N. Robbins Dr.	7,523
Okeechobee Blvd & Church St. Intersection	3,541
Australian Ave & 25th St Intersection	79
Florida Mango Rd, Barbados Rd To N Of Myrica Rd	56,918
Military Tr & Forest Hill Blvd Intersection	256
45th St/E Of Haverhill To W Of Military Trail	20,420
Fl Mango Over LWDD L-8 Canal S of Exuma Rd to N of Antigua Rd	683,259
10th Ave N & Boutwell Rd Intersection	32,350
Australian Ave/Banyan Blvd to 45th St	622,726
Florida Mango Rd Over LWDD L-6 Canal	8,237
Roebuck Rd/Jog Rd To Haverhill Rd	297,268
Haverhill Rd/N. Of Caribbean Blvd to Bee Line Hwy	3,021,392
Congress Ave & Palm Beach Lakes Blvd Intersection	80,035
Okeechobee Blvd/Haverhill Rd Intersection	30,076
Gun Club Rd, Forest Estates Dr to LWDD E 3 Canal	9,476
Kirk Rd, Summit Blvd to Gun Club Rd	219,516
Kirk Rd, LWDD L-7 to Summit Blvd	194,086
10th Ave N. W of Congress Ave to I-95	144,945
Austrailian Avenue, I-95 to Okeechobee Blvd	47,529
10th Ave. N. & Barnett Drive Intersection	-
Haverhill Rd., S. of Ceceile Ave. to N. of Century Blvd	10,952
Sherwood Forest Blvd., Lake Worth Rd to N of 10th Ave N	45,320
45th St & Haverhill Rd Intersection	4,336
Austrailian Ave. from Banyan Blvd to 45th S	66,634
Grand Total	**$ 5,694,857**

Board of County Commissioners
Detail Impact Fee Revenue
Village of Palm Springs

Descriptions	FY 2021 Actual
School Impact Fee Zone 2	$ 191,497
Roads Impact Fees Zone 2	215,027
Parks Impact Fees Z-2	36,362
Fire Rescue Impact Fees	7,289
Public Building Impact Fees	9,830
Grand Total	**$ 460,005**

Summary of Impact Fees	FY 2021 Actual
School	$ 191,497
Roads	215,027
Fire Rescue	36,362
Parks	7,289
Public Building	9,830
Grand Total	**$ 460,005**

Board of County Commissioners
Impact Fees Expenditures
Road Program Zone 2

Project Name	FY 2021 Expenditure
Florida Mango Rd Over LWDD L-9&L-10 Canals, Bridge Replace	$ 54,512
Lake Worth Rd & Jog Rd Intersection	1,422
Palm Beach Lakes Blvd & N. Robbins Dr.	14,547
Okeechobee Blvd & Church St. Intersection	52,935
Australian Ave & 25th St Intersection	6,404
Florida Mango Rd, Barbados Rd To N Of Myrica Rd	241,028
Military Tr & Forest Hill Blvd Intersection	6,761,937
45th St/E Of Haverhill To W Of Military Trail	48,998
Fl Mango Over LWDD L-8 Canal S of Exuma Rd to N of Antigua Rd	34,830
10th Ave N & Boutwell Rd Intersection	4,380
Australian Ave/Banyan Blvd to 45th St	1,839,173
Florida Mango Rd Over LWDD L-6 Canal	10,161
Roebuck Rd/Jog Rd To Haverhill Rd	425,572
Haverhill Rd/N. Of Caribbean Blvd to Bee Line Hwy	3,309,424
Congress Ave & Palm Beach Lakes Blvd Intersection	321,041
Okeechobee Blvd/Haverhill Rd Intersection	22,818
Gun Club Rd, Forest Estates Dr to LWDD E 3 Canal	81,473
Kirk Rd, Summit Blvd to Gun Club Rd	178,179
Kirk Rd, LWDD L-7 to Summit Blvd	77,293
10th Ave N, W of Congress Ave to I-95	54,749
Austrailian Avenue, I-95 to Okeechobee Blvd	56,063
10th Ave. N. & Barnett Drive Intersection	33,204
Haverhill Rd., S. of Ceceile Ave. to N. of Century Blvd	12,413
Sherwood Forest Blvd., Lake Worth Rd to N of 10th Ave N	4,206
45th St & Haverhill Rd Intersection	4,651
Grand Total	**$ 13,651,413**

Board of County Commissioners
Detail Impact Fee Revenue
Village of Palm Springs

Descriptions	2020 Actual
School I/F Zone 2	$24,014
Roads I/F Zone 2	76,867
Parks I/F Zone 2	5,254
Public Building	3,793
Fire Rescue	6,116
Grand Total	$116,044

Summary of Impact Fees	2020 Actual
School	24,014
Roads	76,867
Parks	5,254
Public Building	3,793
Fire Rescue	6,116
Grand Total	$116,044

Board of County Commissioners
Impact Fees Expenditures
Road Program Zone 2

Project Name:	2020 Expenditures
Florida Mango Rd Over LWDD L-9&L-10 Canals, Bridge Replace	$206,159
Lake Worth Rd & Jog Rd Intersection	$9,430
Palm Beach Lakes Blvd & N. Robbins Dr.	$16,695
Okeechobee Blvd & Church St. Intersection	$5,677
Australian Ave & 25th St Intersection	$23,360
Florida Mango Rd, Barbados Rd To N Of Myrica Rd	$115,228
Military Tr & Forest Hill Blvd Intersection	$330,669
Kirk Rd, S Of LWDD L-7 Canal To Pot O'Gold St	$640
45th St/E Of Haverhill To W Of Military Trail	$21,633
Fl Mango Over LWDD L-8 Canal S of Exuma Rd to N of Antigua Rd	$115,412
10th Ave N & Boutwell Rd Intersection	$14,773
Australian Ave/Banyan Ave to 45th St	$175,650
Florida Mango Rd Over LWDD L-6 Canal	$112,151
Roebuck Rd/Jog Rd To Haverhill Rd	$1,350,755
Haverhill Rd/N. Of Caribbean Blvd to Bee Line	$157,705
Purdy Lane/Forest Hill Elem to E of Major Dr	$3,847
Congress Ave & Palm Beach Lakes Blvd Intersection	$24,149
Okeechobee Blvd/Haverhill Rd Intersection	$70,620
Gun Club Rd, Forest Estates Dr to LWDD E 3 Canal	$92,541
Kirk Rd, Summit Blvd to Gun Club Rd	$2,018
Kirk Rd, LWDD L-7 to Summit Blvd	$4,204
10th Ave N, W of Congress Ave to I-95	$1,880
Austrailian Avenue, I-95 to Okeechobee Blvd	$3,925
10th Ave. N. & Barnett Drive Intersection	$2,547
Grand Total	$2,861,668

Office of the Mayor
226
Cypress Lane
Palm Springs, FL 33461
(561) 584-8200
www.vpsfl.org

March 17, 2025

Honorable Maria G. Marino
Mayor, Board of County Commissioners
301 North Olive, 12th Floor
West Palm Beach, Florida 33401

RE: County Position on Impact Fees and Mobility Fees

Dear Mayor Marino:

At the Palm Springs LPA hearing and Village Council meeting on March 13th, the Council considered and approved on first reading Ordinance no. 2025-02, amending the Village's comprehensive plan to adopt an alternative transportation system that is mobility-plan and mobility-fee based. During the hearing and meeting, a letter from Thuy Shutt, Planning Division Director was presented by Khurshid Mohyuddin, Principal Planner objecting to the elimination of the County Road Impact Fee within Palm Springs (**Attachment 1**). Our Consultant and Village Staff also presented information which countered the County's argument and provided a recommendation to proceed with our Mobility Plan and Mobility Fee as outlined in state law (**Attachment 2**). After voting unanimously to proceed with the transmittal of the proposed comprehensive plan amendments, the Council by consensus wanted to convey to the Board of County Commissioners a desire to reach a resolution to this apparent conflict and thus avoid legal confrontation.

Currently there are several cities working together to standardize a template for the Interlocal Agreements as required by HB479 (2024 Session) that needs to be in place by October of this year. It is our intent to work collaboratively with Palm Beach County to finalize them prior to the statutory deadline, however, the opposing interpretations of State law regarding the Impact Fee is problematic.

As we are in a new era of County/City cooperation, the Village of Palm Springs respectfully requests that the BCC review the County's and the Cities' positions on Impact Fees and Plan-based Mobility Fees in a public meeting with the affected municipalities present. It is our belief that through a dialogue and the presentation of relevant information, we may be able to avert a looming legal clash and avoid wasting government resources, time and effort at all levels.

I look forward to hearing back from you and to continuing our good working relationship for the betterment of all Palm Beach County citizens.

In Public Service,

Bev Smith
Mayor

Attachments
Cc: Honorable Gregg K. Weiss, District 2
Honorable Joel G. Flores, District 3
Honorable Marci Woodward, District 4
Honorable Maria Sachs, District 5
Honorable Sara Baster, District 6
Honorable Bobby Powell, Jr., District 7
Verdenia Baker, County Administrator
Denise Coffman, County Attorney
Whitney Carroll, PZ&B Director
Thuy Shutt, Planning Division Director
Richard C. Radcliffe, Executive Director, PBC League of Cities

Attachment 1

Planning, Zoning & Building Department

2300 North Jog Road
West Palm Beach, FL 33411-2741
(561) 233-5000

Planning Division 233-5300
Zoning Division 233-5200
Building Division 233-5100
Code Compliance 233-5500
Contractor Regulations 233-5525
Administration Office 233-5005
Executive Office 233-5228
www.pbc.gov/pzb

Palm Beach County Board of County Commissioners

Maria G. Marino, Mayor

Sara Baxter, Vice Mayor

Gregg K. Weiss

Joel G. Flores

Marci Woodward

Maria Sachs

Bobby Powell Jr.

County Administrator

Verdenia C. Baker

"An Equal Opportunity Affirmative Action Employer"

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Emailed on March 13, 2025

March 13, 2025

Mr. Michael Bornstein
Village of Palm Springs
226 Cypress Lane
Palm Springs FL 33461

RE: Village of Palm Springs Transportation and Mobility Fee Amendments – PSP 222

Dear Mr. Bornstein,

Palm Beach County staff submits this letter pursuant to Chapter 163.3184(3)(b)3, Florida Statutes (F.S.), as formal comments to the proposed Transportation Element amendments to the Village of Palm Springs' (Village) Comprehensive Plan, repealing the countywide road impact fee, transportation concurrency, and proportionate share and replacing them with the Village's mobility fee within the Village's jurisdiction. Please note that a municipality cannot unilaterally repeal these laws and corresponding fees by amending its comprehensive plan in a charter county, according to Florida Constitution, Article VIII(1)(d)(g).

> *"Counties operating under county charters shall have all powers of local self-government not inconsistent with general law, or with special law approved by vote of the electors. The governing body of a county operating under a charter may enact county ordinances not inconsistent with general law. The charter shall provide which shall prevail in the event of conflict between county and municipal ordinances."*

According to this Article, the Constitution requires a county charter to have provisions explaining the circumstances under which a county ordinance will trump a conflicting municipal ordinance. Palm Beach County Charter, Section 1.3 (2), provides that county ordinances prevail in matters associated with impact fees relating to county road programs; Section 1.3(4), does the same for traffic concurrency as it relates to all collector and arterial roads that are not the responsibility of any municipality.

The Palm Beach County Charter is found in its entirety at the link below:
http://discover.pbcgov.org/pdf/publications/charter.pdf

A close on-going coordination between the Village and the County, therefore, must take place to develop a mobility plan and fee that does not replace but supplements the countywide systems. Such coordination is required, as Traffic Performance Standards and Impact Fee regulations apply in all cities pursuant to Palm Beach County's Charter, including the Village of Palm Springs. Please also note that any attempt by the Village to repeal and replace County road impact fees, transportation concurrency, and proportionate share directly contradicts Section 163.3180, Florida Statutes, which provides that the Village and County *must* create and execute an interlocal agreement to coordinate the mitigation of our respective impacts. In the near future, the County will be providing an interlocal agreement in accordance with the state statutes.

The County has provided a "Notice of Intent to Object" through the

Intergovernmental Plan Amendment Review Committee (IPARC). Subsequently, the County and the Village staff have met (via Zoom) on February 21, 2025 pursuant to IPARC procedures and the County staff proposed modifications to reflect that the Village's proposed Mobility Fees be in addition to the current countywide impact fees.

Please note that per s. 163.3184(3)(b)3, F.S., the City's proposed amendment is inconsistent with several of the County's Comprehensive Plan policies (attached) including, but not limited to, Transportation Element policies 1.1-a, 1.1-b, 1.3-i, 1.12-b, 1.12-d, 1.13-a, 1.13-d, 1.13-e, and 1.13-f, and Capital Improvement Element Policy 1.6-e.3

We request that the Village continue in its ongoing coordination and support with the County as the upcoming Countywide Transportation Master Plan (CTMP) is developed to ensure that all transportation needs are met to best serve all Palm Beach County residents and visitors. In light of the upcoming CTMP, any action on the above referenced ordinance is premature.

Please let me know if you have any questions or need more information regarding this important matter

Sincerely,

Thuy Shutt,
Director Planning Division

c: PBC Board of County Commissioners
Palm Springs Village Council Members
Verdenia C. Baker, County Administrator
Patrick Rutter, Deputy County Administrator
Whitney Carroll, Esq, PZB Executive Director
Darren Leiser, Assistant County Attorney
Ryan Maher, Assistant County Attorney
David Ricks, County Engineer
Motasem Al-Turk, Director Traffic Division
Khurshid Mohyuddin, Planning Division
Derrek Moore, Impact Fee Manager
Kim Glas-Castro, Assistant Village Manager
Glenn Torcivia, Village Attorney
Iramis Cabrera, Director Palm Springs PZB

\\pbcgov.org\pzb\data\Planning\Intergovernmental\IPARC\2025\Palm Springs\2025-03-13 County Letter - Mobility Fee.docx

Attachment 2

March 5th, 2025

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

To: Kimberly Glas-Castro, AICP, FRA-RA, LEED AP
Assistant Village Manager, Village of Palm Springs

From: Jonathan B. Paul, AICP
Principal, NUE Urban Concepts, LLC

Re: Village of Palm Springs Comprehensive Plan Amendment (CPA): Mobility

Palm Beach County, based on its current Charter, requires new development in the County and its municipalities to comply with its transportation concurrency and road impact fee system. The County requires new development to submit a traffic impact analysis that is used to evaluate its impact and potentially make a proportionate share payment to the County to mitigate its impacts.

The Village's CPA intends to replace County mandated transportation concurrency, proportionate share, and road impact fees with an alternative transportation system.

In 2013, the Florida Legislature allowed **any local government**, under Florida Statute Section 163.3180, to **adopt** an **alternative mobility funding system** to **replace** transportation concurrency and made **no exception for Charter Counties**.

In 2024, the Florida Legislature confirmed, through House Bill 479 (HB 479), that **any local government** may **adopt** an **alternative transportation system** (fka alternative mobility funding system) that is mobility-plan and fee-based, to **replace** transportation concurrency and made **no exception for Charter Counties**.

To address ongoing issues between municipalities and counties, the Legislature added definitions for mobility plans and mobility fees through HB 479. In addition, the Legislature required that under **an alternative transportation system, only one fee to mitigate transportation capacity impacts may be collected from development and that the local government issuing building permits is the entity that shall collect the fee.**

HB 479 requires a municipality and county to create an implement an interlocal agreement that **(1) is based on a mobility plan to mitigate impacts from development; and (2) ensures development does not pay twice for its impact.** There are additional requirements where local governments don't enter into an interlocal after October 1st, 2025.

The Palm Beach County objections to the Village's Comprehensive Plan amendment directly conflict with Florida Statute. The County is not exempt from allowing the Village to adopt an alternative transportation system to replace the County transportation concurrency system.

All of the County's suggested changes to the Village's CPA maintain the current County system. This is not a negotiation or compromise by the County; it maintains the status quo.

Upon adoption of the Mobility Plan and Fee, the Village will make best efforts to enter into an interlocal agreement with the County based on the Village Mobility Plan. The County does not currently have an adopted mobility plan from which to negotiate mitigation of impacts.

March 13, 2025

Local Planning Agency and Village Council Transmittal Hearing

The County is aware that general laws of the State, and specifically the statutory provisions found in Chp 163.3180 and .31801, F.S., do supersede and prevail over County Charters. HB479 did not exclude Palm Beach County from the provisions of the mobility-plan and fee-based transportation system, like it did Miami-Dade.

HB479 provides that you can't charge twice for the same impact. The Village's mobility plan encompasses all modes of transportation, including impacts on county roads. The Village will be considering the final mobility plan, its recommendations, and the fee-schedule that is based upon that plan in the next couple of months. The plan-based-methodology for the fee schedule will cover all development impacts. HB479 specifies that the jurisdiction issuing permits will collect the fee. The interlocal agreement that the Village presents to the County will provide for the proportionate distribution of revenue collected from the Village's mobility fee to the County to address transportation capacity impacts on county roads.

Nothing prohibits the county from continuing traffic concurrency and collecting road impact fees in the unincorporated area. But HB479 expressly authorizes the Village to adopt an alternative transportation system that is mobility-plan and mobility-fee based.

Village of Palm Springs

Executive Brief

AGENDA DATE: June 12, 2025

DEPARTMENT: Planning, Zoning & Building

ITEM #14: Resolution No. 2025-35 Adoption of the Village of Palm Springs Mobility Plan

SUMMARY: During the 2024 legislative session, House Bill 479 was passed, requiring interested cities to adopt a Mobility Plan and Fee Schedule, as well as an Interlocal Agreement with Palm Beach County, by October 1, 2025. This is significant because it enables the Village to collect a single mobility fee that will fund various transportation improvements such as roads, multi-modal facilities, transit operations, and more within the Village limits. Additionally, it will eliminate the collection of road impact fees that do not necessarily benefit the Village.

The proposed Village 2045 Mobility Plan outlines mobility projects which consist of improvements, programs, and services, to: (1) improve the Village's multimodal transportation system; (2) promote compact, mixed-use, and interconnected development; and (3) enhance mobility within the Village for residents, employees, businesses, students, and visitors. The proposed Mobility Plan will serve as a basis for a Mobility Fee.

The Village of Palm Springs Mobility Fee Technical Report, dated June 2025, documents projected development and the “need” for mobility projects to accommodate future travel demand. The Technical Report documents the future growth, the data, and the methodology used to develop a Mobility Fee to mitigate the impact of new development and the establishment of a benefit district within and surrounding the Village.

A joint workshop with the Village Council, Planning & Zoning Board, and Community Redevelopment Agency (CRA) was held on January 9, 2025, to review the draft Mobility Plan, including the data and proposed maps.

Note: Florida Statute § 163.3180(S)(i) encourages local governments to develop tools and techniques, including the adoption of long-term strategies to facilitate development patterns that support multimodal solutions, adoption of area-wide service standards that are not dependent on any single road segment function, and establishing multimodal service standards that rely primarily on non-vehicular modes of transportation where existing or planned community design will provide an adequate level of personal mobility.

Staff recommends adoption of the proposed Village of Palm Springs 2045 Mobility Plan and the Village of Palm Springs Mobility Fee Technical Report.

FISCAL IMPACT:

The Mobility Plan outlines future capital projects (transportation and mobility projects) for the Village to undertake. The Mobility Plan establishes the basis for the proposed Mobility Fee, which is the subject of another agenda item.

ATTACHMENTS:

1. Proposed Resolution No. 2025-35 - Adopt Mobility Plan and Mobility Fee Technical Report
2. Exhibit "A": Village of Palm Springs 2045 Mobility Plan
3. Exhibit "B": Village of Palm Springs Mobility Fee Technical Report
4. Draft Presentation: Mobility Plan and Vision Zero Action Plan

RESOLUTION NO. 2025-35

A RESOLUTION OF THE VILLAGE COUNCIL OF THE VILLAGE OF PALM SPRINGS, FLORIDA, ADOPTING THE VILLAGE OF PALM SPRINGS MOBILITY PLAN AND VILLAGE OF PALM SPRINGS MOBILITY FEE TECHNICAL REPORT AND FOR OTHER PURPOSES; AND PROVIDING FOR REPEAL OF CONFLICTS AND AN EFFECTIVE DATE.

WHEREAS, in 2021, the Village adopted a Transportation/Mobility Master Plan that served as a guide for future investments to aid multimodal connectivity, enhance transportation options, improve safety, and reduce congestion; and

WHEREAS, through recent amendments to Section 163.3180, Florida Statutes, and related statutory provisions, the Florida Legislature encouraged local governments to adopt mobility plans and mobility fees as an alternative transportation system to replace transportation concurrency, proportionate share and road impact fees; and

WHEREAS, the Village of Palm Springs 2045 Mobility Plan (the "Plan") has been developed through a comprehensive planning process that includes input from stakeholders including the Florida Department of Transportation (FDOT), Palm Beach County (County), Palm Beach Transportation Planning Agency, Lake Worth Drainage District, and members of the public; and

WHEREAS, the Plan establishes a framework to enhance mobility for people walking, bicycling, riding transit, and driving vehicles; and

WHEREAS, the Plan emphasizes safety and connectivity on arterial and collector roads, the majority of which are maintained and owned by the County and FDOT; and

WHEREAS, the Plan is also intended to serve as a basis for the adoption of a mobility fee as an alternative to transportation concurrency and County road impact fees; and

WHEREAS, on July 25, 2024, the Village Council authorized a study to move forward with the development of a mobility fee; and

WHEREAS, the Village of Palm Springs Mobility Fee Technical Report (the "Report") documents the future growth, the data, and the methodology used to develop a Mobility Fee to mitigate the impact of new development and the establishment of a benefit district within and surrounding the Village; and

WHEREAS, the Report summarizes the mobility projects outlined in the Plan, which consist of separate plans and programs: (1) Roadway Plan, (2) Multimodal Plan, and (3) Mobility Programs; and

WHEREAS, the Plan's mobility projects and programs serve as the basis to develop the Village's mobility fee and provide a foundation for the Village to proactively prioritize projects to meet the growth, travel, and mobility needs of the community in a manner that is coordinated with the Future Land Use and Transportation & Mobility Elements in the Village's Comprehensive Plan; and

WHEREAS, the Plan's projects and programs contain walking and streetscape enhancements, curbless shared streets, roadway improvements, shared use paths, sidewalks, bike lanes, boardwalks, transit circulators, mobility hubs, and multimodal programs, services, and studies; and

WHEREAS, the Village Council, upon the recommendation of staff, has deemed it in the best interests of the Village's citizens, residents, and guests and serving a valid public purpose to adopt the Village of Palm Springs 2045 Mobility Plan and the Village of Palm Springs Mobility Fee Technical Report.

NOW, THEREFORE, BE IT RESOLVED BY THE VILLAGE COUNCIL OF THE VILLAGE OF PALM SPRINGS, FLORIDA, THAT:

SECTION 1. The foregoing "Whereas" clauses are hereby ratified and confirmed as being true and correct statements and findings of the Village of Palm Springs and are hereby made a specific part of this Resolution upon adoption.

SECTION 2. The Village Council of the Village of Palm Springs, Florida, hereby adopts the Village of Palm Springs 2045 Mobility Plan and the Village of Palm Springs Mobility Fee Technical Report as set further in **Exhibit A** and **Exhibit B**, which are attached hereto and incorporated herein by reference.

SECTION 3. The Village Council of the Village of Palm Springs, Florida, hereby authorizes the Mayor to execute any ancillary documents necessary to accomplish the purposes of this Resolution.

SECTION 4. All resolutions or parts of resolutions in conflict with this Resolution and its exhibits are repealed to the extent of such conflict.

SECTION 5. This Resolution shall take effect immediately upon adoption.

Council Member _____, offered the foregoing Resolution. Council Member_____seconded the motion, and upon being put to a vote, the vote was as follows:

	Aye	Nay	Absent
BEV SMITH, MAYOR	□	□	□
KIM SCHMITZ, VICE MAYOR	□	□	□
GARY READY, MAYOR PRO TEM	□	□	□
JONI BRINKMAN, COUNCIL MEMBER	□	□	□
PATTI WALLER, COUNCIL MEMBER	□	□	□

VILLAGE OF PALM SPRINGS, FLORIDA

BY: _____
BEV SMITH, MAYOR

ATTEST:

BY _____:
KIMBERLY M. WYNN, VILLAGE CLERK

REVIEWED FOR LEGAL FORM AND SUFFICIENCY

BY:_____
CHRISTY GODDEAU, VILLAGE ATTORNEY

VILLAGE OF PALM SPRINGS

2045 MOBILITY PLAN

DRAFT

February 2025






GO Palm Springs MOBILITY Plan and Fee

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

MOBILITY COHORT

DDEC

Further reading: A technical report has been prepared to document the legal basis for the mobility fee.



Jonathan B. Paul, AICP | Principal
NUE Urban Concepts
2000 PGA Blvd, Suite 4440
Palm Beach Gardens, Florida, 33408
Phone: 833-NUC-8484
Email:
nueurbanconcepts@gmail.com
www.nueurbanconcepts.com



Uyen Dang, PE | Principal
DDEC, LLC
250 Royal Ct
Delray Beach, FL 33444
Phone: 813-380-6574
Email: uyen@ddec.com
www.ddec.com



MOBILITY COHORT

Contents

Sections:

Section 1	Introduction
Section 2	Mobility Planning
Section 3	Mobility Fee
Section 4	Complete Streets
Section 5	Vision Zero
Section 6	2045 Mobility Plan
Section 7	Next Steps

Maps:

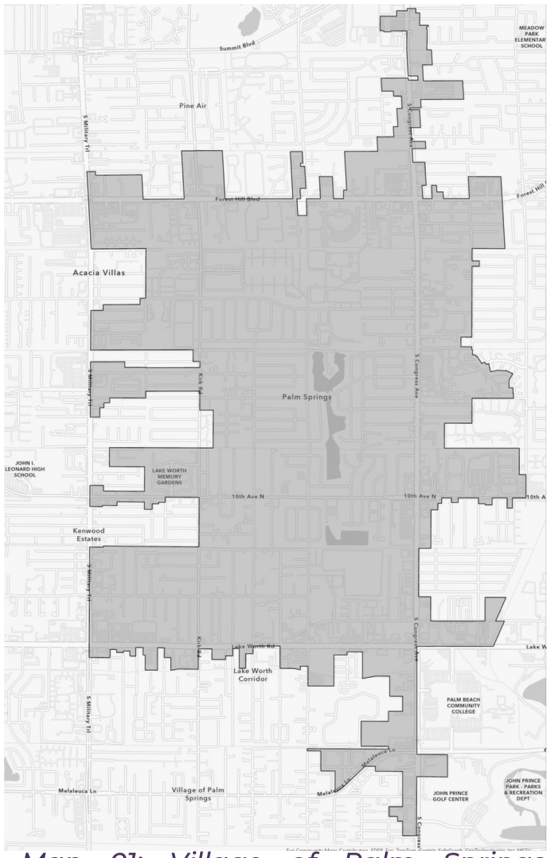
Map A	Bicycle Masterplan
Map B	Roadway Map
Map C	Multi-modal Plan
Map D	Transit Plan

Appendices:

Appendix A	Roadway Plan
Appendix B	Multi-modal Plan
Appendix C	Plan Program

SECTION 1
INTRODUCTION





Map 01: Village of Palm Springs Municipal Boundary

The Village of Palm Springs sits in central Palm Beach County, Florida, adjacent to Greenacres, Lake Worth Beach, Lake Clarke Shores, and West Palm Beach. With easy access to Palm Beach International Airport, Palm Beach County Park/Lantana Airport, Lake Worth Tri-Rail Station and Interstate 95, the Village is well connected with the greater South Florida region.

Background

Over the years, the Village and region have experienced significant growth and development. The resulting land use patterns and transportation demand have consequently stressed the existing area and affected how locals navigate their Village. With the increase in population surrounding the Village and an upcoming large-scale multifamily housing projects along Congress Ave and Forest Hill Blvd, the Village has and will continue to face challenges related to traffic congestion, safety, and quality of life. In response to these challenges, the Village of Palm Springs is implementing a Mobility Plan and Mobility Fee aimed at accommodating this growth and development, reducing traffic congestion, and promoting sustainable mobility options. The Mobility Plan focuses on improving access, safety, and connectivity for all users, including pedestrians, cyclists, and transit riders.

The Mobility Plan serves as the basis for the establishment of a Mobility Fee system that functions as an alternative to transportation concurrency enacted by the Florida Legislature. The Mobility Fee allows new development and redevelopment to mitigate its transportation impact to the Village of Palm Springs transportation system through payment of a one-time fee.

The plan was developed through several tasks, each documented with the findings that guided the development of the Mobility Plan and Mobility Fee. Relevant documentation is provided as exhibits in this report and in the Village of Palm Springs Mobility Fee Technical Report.

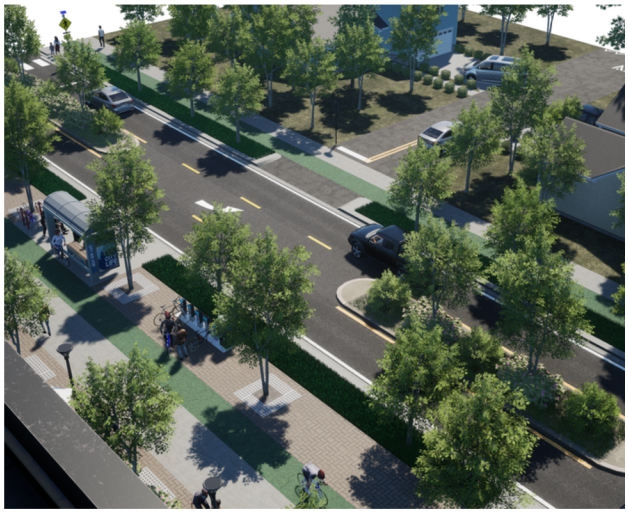
Village of Palm Springs 2045 Mobility Plan

The Village of Palm Springs 2045 Mobility Plan presents a 20-year vision prioritizing the movement of people through mobility transportation projects. The plan gives residents transportation choices through walking, bicycling, riding transit, using new mobility technology, or driving.

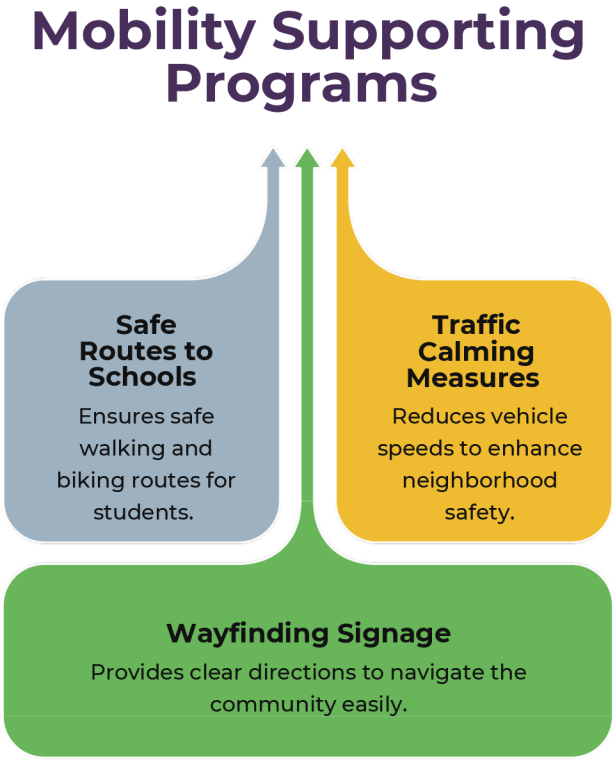
The Mobility Plan is made up of several subplans including:

- **Roadway Improvements** - Upgrades key corridors with complete streets elements like wider sidewalks, street trees, and safer crossings while maintaining traffic flow.
- **Multimodal Improvements -** Adds shared-use paths, new pedestrian crossings, and boardwalks connecting neighborhoods to parks, schools and commercial areas. Incorporates a Bicycle Master Plan network of protected bike lanes, and shared-use paths. Intersection upgrades will include pedestrian refuge islands, high-visibility crossings, and traffic calming to enhance safety for all users.
- **Transit Plan** - Partners with Palm Tran to enhance bus service and stops. Plans for mobility hubs at key locations will facilitate connections between travel modes.

Image 01: 2nd Ave Typical Section Rendering



The plan focuses on both local and regional mobility by improving connections to the Lake Worth Tri-Rail station. Implementation will require coordination with FDOT and Palm Beach County for improvements on state and county roads.

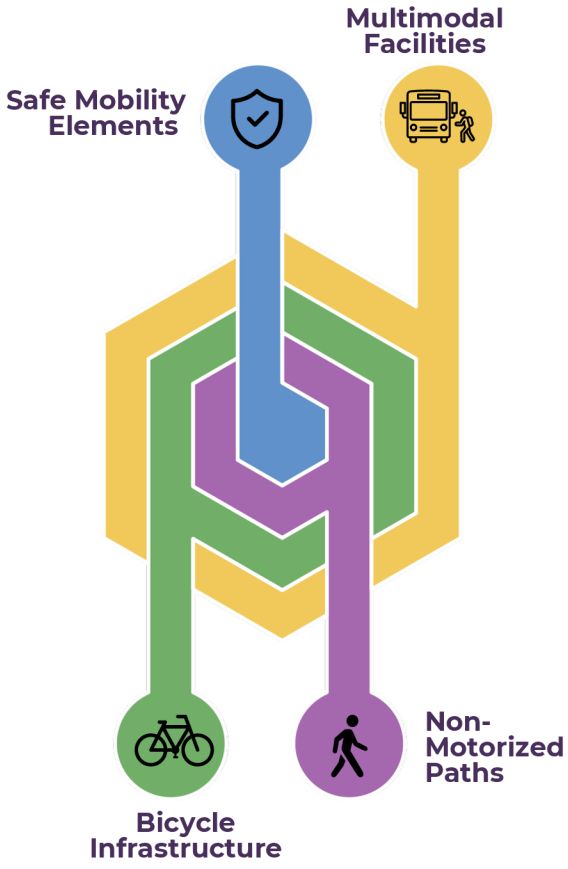


As required by Florida Statute, the Mobility Plan serves as the basis for the development of the Mobility Fee. **The Village of Palm Springs Mobility Fee Technical Report (June 2025)** documents the methodology used to develop mobility fees meeting **Florida Statutes 163.3180 and 163.31801** requirements for dual rational nexus and rough proportionality tests.

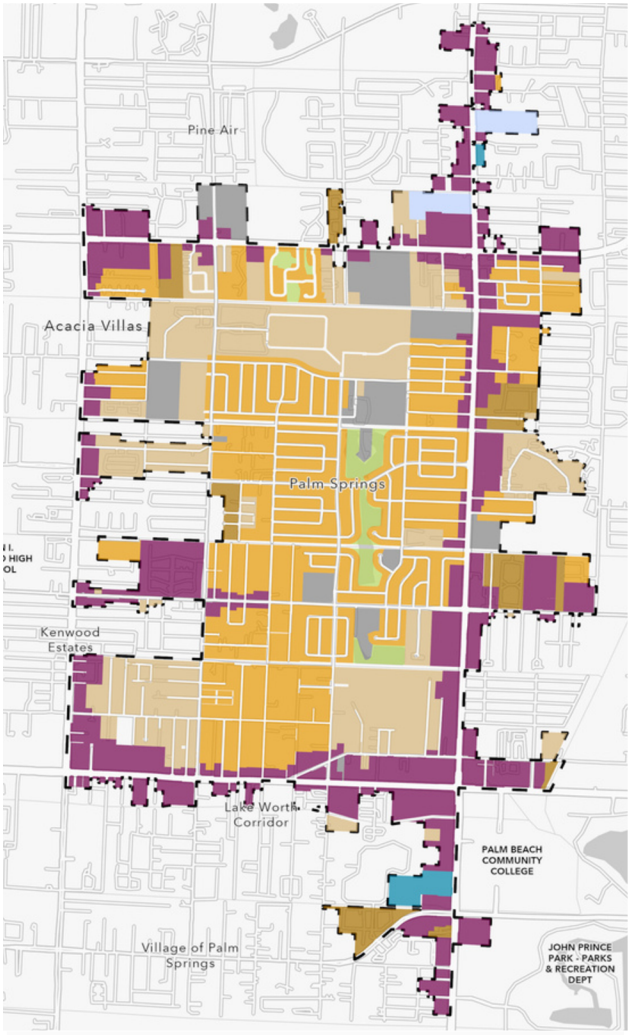
Palm Springs' Population Growth and Redevelopment Initiatives

The Village of Palm Springs has experienced population growth in recent years. According to Palm Beach County growth projections, the Village's 2022 population reached 27,103. Population projections using the Treasure Coast Regional Planning Model indicate significant growth by 2045, with the Village's population expected to increase to 32,437 and jobs projected to grow from 13.800 to 14,018. The Village established two Community Redevelopment Agency (CRA) areas in 2019, covering approximately 512 acres. The Village will focus redevelopment efforts along the Congress Avenue and Lake Worth Road corridors while preserving the character of established residential neighborhoods. This balanced approach helps accommodate projected growth while maintaining quality of life for current residents.

Image 02: Mobility Elements Graphic



Future Landuse Map: Village of Palm Springs



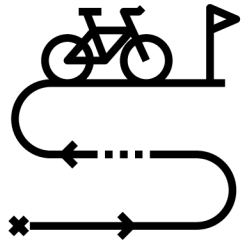
SECTION 2
MOBILITY PLANNING

What is a Mobility Plan?

A Mobility Plan is a forward-looking and progressive approach that sets forth a comprehensive vision of a transportation system that emphasizes the movement of people over cars and provides people with the opportunity to safely, comfortably, and conveniently walk, bicycle, ride transit, drive or use new mobility technology to move around their towns or cities. An effective Mobility Plan identifies transportation improvements such as sidewalks, trails, bike lanes, transit routes and stops, intersection improvements, and traffic calming that connect neighborhoods with important destinations. Mobility Plans may also identify strategic policies and programs that facilitate effective implementation of the proposed infrastructure projects.

In 2007, the Florida Legislature introduced the concept of Mobility Plans and Mobility Fees as an alternative to transportation concurrency and to provide an equitable way for new development to mitigate (offset) its impact to the transportation system.

In 2013, the Legislature updated the Community Planning Act to encourage and allow local governments to adopt alternative mobility funding systems, such as Mobility Plans and Mobility Fees, as a replacement for transportation concurrency, proportionate share, and road impact fees (Florida Statute 163.3180).



Connected Network



Mobility Choices



Safety

Image 03: Hispanic Heritage Festival Community Engagement



Why Does the Village Need a Mobility Plan?



Image 04: Sample Complete Streets Rendering

The Village of Palm Springs is projected to experience population and employment growth that will add new homes, businesses, and shops to the community over the next 20 years. These new residents and businesses will generate additional traffic and increase the demand for mobility transportation projects to travel within Palm Springs and to and from surrounding cities, communities, and neighborhoods.

The Mobility Plan provides a blueprint for the Village of Palm Springs to proactively prioritize mobility projects. Mobility Plans are different from transportation concurrency and road impact fees because they emphasize addressing travel demand from new growth, not only through new roads and widening of existing roads, but also by providing diverse mobility choices. This approach helps local governments find a balance between reducing congestion and supporting community growth.

Identifying project needs and priorities in the Mobility Plan will help the Village of Palm Springs take advantage of additional funding opportunities, such as federal and state assistance programs and grants. In coordination with Palm Beach Transportation Planning Agency, projects in Palm Springs's Mobility Plan may also be identified for funding through inclusion in the region's Long Range Transportation Plan.

How was the Mobility Plan & Fee Developed?

In 2024, The Village of Palm Springs contracted NUE Urban Concepts and DDEC, co-founding members of the Mobility Cohort, to lead in the development of a Mobility Plan and Mobility Fee that would transition Palm Springs from a transportation planning process primarily focused on moving cars to a multimodal system that emphasizes people and mobility choices. The development of the Mobility Plan was a collaborative process that brought together Village staff, business and property owners, and interested residents and included leveraging local knowledge, an analysis of existing conditions, and coordination with current planning initiatives to develop a strategic plan that will best serve residents and visitors of Palm Springs.

The first step in the development of the Mobility Plan was to identify anticipated future developments and to review the Village's Comprehensive Plan, Capital Improvements Program and other relevant Village and regional plans for improvements that are planned and programmed. The team then evaluated existing conditions to gain knowledge that informed the identification of additional projects to fill existing gaps and create a safe, convenient, and integrated transportation system.

The project team engaged with key stakeholders in the development of the Mobility Plan. These stakeholders included the Village of Palm Springs Staff, Palm Beach County, the Palm Beach Transportation Planning Agency (TPA), FDOT, and Lake Worth Water Management. By involving these groups early on in the planning process, the project team was able to gather insights and knowledge from various perspectives to inform the development of the plan.

Meeting with the Village of Palm Springs Staff was particularly important, as they possess a deep understanding of the community and its transportation needs. The Village mobility plan would need to take into account any improvements included in the County's Transportation Master Plan. Additionally, the Palm Beach TPA, the metropolitan planning organization for the region, helped to ensure that the Mobility Plan aligns with the region's long-term transportation goals.

To solicit meaningful public participation and feedback on transportation needs and recommended projects in the Mobility Plan and Mobility Fee, the project team implemented a communication strategy and provided public information. In the Spring of 2025, the Village held a public information meeting, introducing the Mobility Plan and Mobility Fee, presenting the draft Mobility Plan, and facilitating discussions about improving multimodal transportation in Palm Springs. The project team later presented an updated version of the Mobility Plan to the Village Commission that incorporated resident feedback and discussed the details of the Mobility Fee calculation.

The Mobility Fee is based on mobility projects established in the **2045 Mobility Plan** that are **"needed"** over the next 20 years to meet projected growth in travel demand. **The Mobility Fee Technical Report** has been developed to document the data and methodology to develop an alternative transportation system to replace transportation concurrency, consistent with Florida Statute Section 163.3180. The Mobility Fee Technical Report has been developed consistent with the **"needs"** and **"benefits"** requirements of the **"dual rational nexus test"** and the calculated mobility fee is **"roughly proportionate"** to the impacts of new development as required by Florida Statute Section 163.3180 and 163.31801.

Mobility Projects consist of **improvements, programs, and services such as sidewalks, multi-use paths and trails, cycle tracks, traffic calming, pedestrian safety, intersection improvements, raised intersections, roundabouts, multimodal crossings, pedestrian bridges, wider roads, transit circulators, wayfinding, and Safe Routes to School.**

New Development is defined as **"new residential and non-residential construction, any new land development or site preparation activity, any new construction of buildings or structures, any modification, reconstruction, redevelopment, or upgrade of buildings or structures, any change of use of a building, land, or structure, and any special exception approval, variance, or special use permit that results in an increase in an impact to the transportation system."**

Impact is defined as **"any new development that results in an increase in person travel demand above the demand generated by the existing use of property, including submerged lands."**

Image 05: Village of Palm Springs Park Pathway Map Board



Mobility Planning in Palm Springs's Comprehensive Plan

The Village amended the Multi-Modal Transportation Element of the Comprehensive Plan to establish the legislative intent to adopt a mobility fee to fund mobility projects to encourage walking, bicycling, transit ridership, and the efficient use of the transportation system. The following are pertinent goals, objectives, and policies in the Multi-Modal Transportation Element.

TRANSPORTATION AND MOBILITY ELEMENT

Goal TM 3: "The Village of Palm Springs seeks to ensure the efficient and smooth movement of motorized vehicles, pedestrians, and cyclists throughout the transportation system."

Goal TM 4: "The Village of Palm Springs shall coordinate with Palm Beach County, surrounding municipalities, and the Palm Beach TPA to achieve an efficient regional transportation system

Objective TM 4.2: "The Village of Palm Springs shall establish an alternative transportation system to replace transportation concurrency, transportation concurrency exception areas, and traffic mitigation payments and fees for development consistent with the Comprehensive Plan through adoption of a mobility fee based on the Village's Mobility Plan."

Policy TM 4.2.1: "The Village of Palm Springs Mobility Plan shall identify the mobility projects needed to accommodate travel demand from development, mitigate impacts to the transportation system from that development, and enhance mobility for the Village's residents, businesses, employees, students, patrons, and visitors."

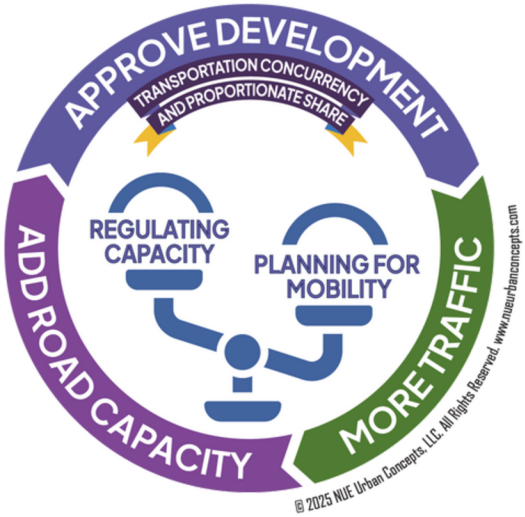


Image 06: Cycle of Roadway Development

Policy TM 4.2.3: "The Village of Palm Springs shall administer, implement, maintain, and periodically update its Mobility Plan and Mobility Fee to plan, design, fund, and construct mobility projects to enhance the transportation system."

Policy TM 4.2.4: "The Village of Palm Springs shall consult with the County, FDOT, the Palm Beach TPA, other transportation providers, and drainage authorities on the identification of mobility projects and development, maintenance, and update of the Village's Mobility Plan."

Policy TM 4.2.5: "The mobility projects established in the Mobility Plan shall serve as the basis for calculation of the Village's mobility fee. The mobility fee shall be a one-time assessment to mitigate the impact of development on the transportation system. The mobility fee shall meet the dual rational nexus test and shall be roughly proportional to the person travel demand generated by development."

Policy 2.1.1. "The Village will continue to work with Palm Beach County, FDOT, and Palm Beach TPA to promote, develop, and fund mobility improvements within the Village.

Objective 2.2. "The Village shall continue to seek methods and sources to fund new transportation improvements and programs, including multimodal facilities."

Policy 2.2.2. "Mobility Fees - The Village shall evaluate and prepare a Mobility Fee Schedule and methodology of determination to include all multimodal transportation impacts projected from new construction and apply fees accordingly for the construction of identified necessary and desirable improvements."

Policy 2.2.6. "Alternative Funding Sources to Supplement Transit Funds — The Village shall evaluate the feasibility of establishing special assessment districts, impact fees or other alternative methods to fund ongoing, operating, management, and capital costs for transit serving the Village of Palm Springs. Any special Village-transit funding source is intended to augment, but not supplant, funds provided by PalmTran, Palm Beach County and other governments served by the same sub-regional transit systems serving Palm Springs."

Objective 3.1. "Support the expansion of the PalmTran commuter rail system, bus transportation, and bicycle and pedestrian facilities and avoid transportation system improvements that favor the use of single-occupancy vehicles as the primary means of transportation."

Policy 3.1.2. "Encourage travel on the PalmTran system."

Policy 3.1.3. "The Village, working with the appropriate transportation provider, shall enhance connections and encourage ease of transfer between the PalmTran station and other transit modes by supporting the expansion of public transportation including additional bus routes and park-and-ride parking facilities."

Policy 3.1.6. "The Village shall continue to request that FDOT, Palm Beach TPA , and the County use funds targeted for road widening projects for alternative mobility system projects related to the PalmTran station, additional bus routes, pedestrian access, bike facilities and other transportation system management improvements."



Image 07: Cycle of Roadway Development

SECTION 3
MOBILITY FEE

What is a Mobility Fee?

A Mobility Fee is a one-time payment made to the Village by new development (e.g., new or expanded homes or businesses) to mitigate its impact (e.g., travel demand, traffic) to the transportation system. The Mobility Fee is based on the mobility projects, adopted as part of the Mobility Plan, needed to accommodate future travel demand. Mobility Fees are authorized by Florida Statute Section 163.3180 and are intended to be an alternative transportation system that replaces transportation concurrency and road impact fees. They are not taxes on existing homes and businesses, they are only assessed if new development results in an increase in person travel demand. Mobility Fees are one of the funding sources available and provide the Village with greater flexibility to fund a variety of mobility projects. For more information on the Mobility Fee, please see the Village of Palm Springs Mobility Fee Technical Report.



Image 08: Cycle of Mobility Development

Who would pay if the Village of Palm Springs Mobility Fee was adopted?

Mobility Fees are charged for new development and redevelopment activities that require a building permit and result in an increase in travel demand beyond the existing use of the property. Mobility fees are not a tax and are not charged to existing homes or businesses unless there is an addition, change of use, expansion, or modification that generates additional person travel demand (impact) beyond the existing use of the property.

WHO WOULD PAY A MOBILITY FEE?

New development and redevelopment that generates additional travel demand

How will the Village fund Mobility Plan Projects?

In addition to Mobility Fees, the Village's Mobility Plan can be funded through various sources, including federal and state earmarks, grants, and programs offered by the federal government and Palm Beach TPA . While the County collects gas taxes, the majority of the funds are allocated for infrastructure maintenance. If the County adopted an infrastructure sales tax, some of the funds could be used to finance Mobility Plan projects.

The Village can also explore special assessments, Community Redevelopment Area (“CRA”) funds, property taxes, and tourist development taxes to support Mobility Plan projects. Additionally, services and programs such as shared micromobility, smart parking, and transit circulator services may charge user fees to cover program and service costs. By identifying mobility projects as part of the Mobility Plan, the Village can take a proactive approach to pursue appropriations and other funding opportunities, in addition to Mobility Fees, that are often available to promote economic development or stimulate programs and grants.

Image 10: Village of Palm Springs Library



Image 11: Proposed Concept Design Midblock Crosswalk



SECTION 4
COMPLETE STREETS

What are Complete Streets?

Complete Streets are streets that are designed and maintained in consideration of people of all ages and abilities, whether they are walking, biking, scooting, taking the bus, driving, or using wheelchairs. There is no one-size-fits-all design standard for Complete Streets. Each Complete Street is unique and context-sensitive.

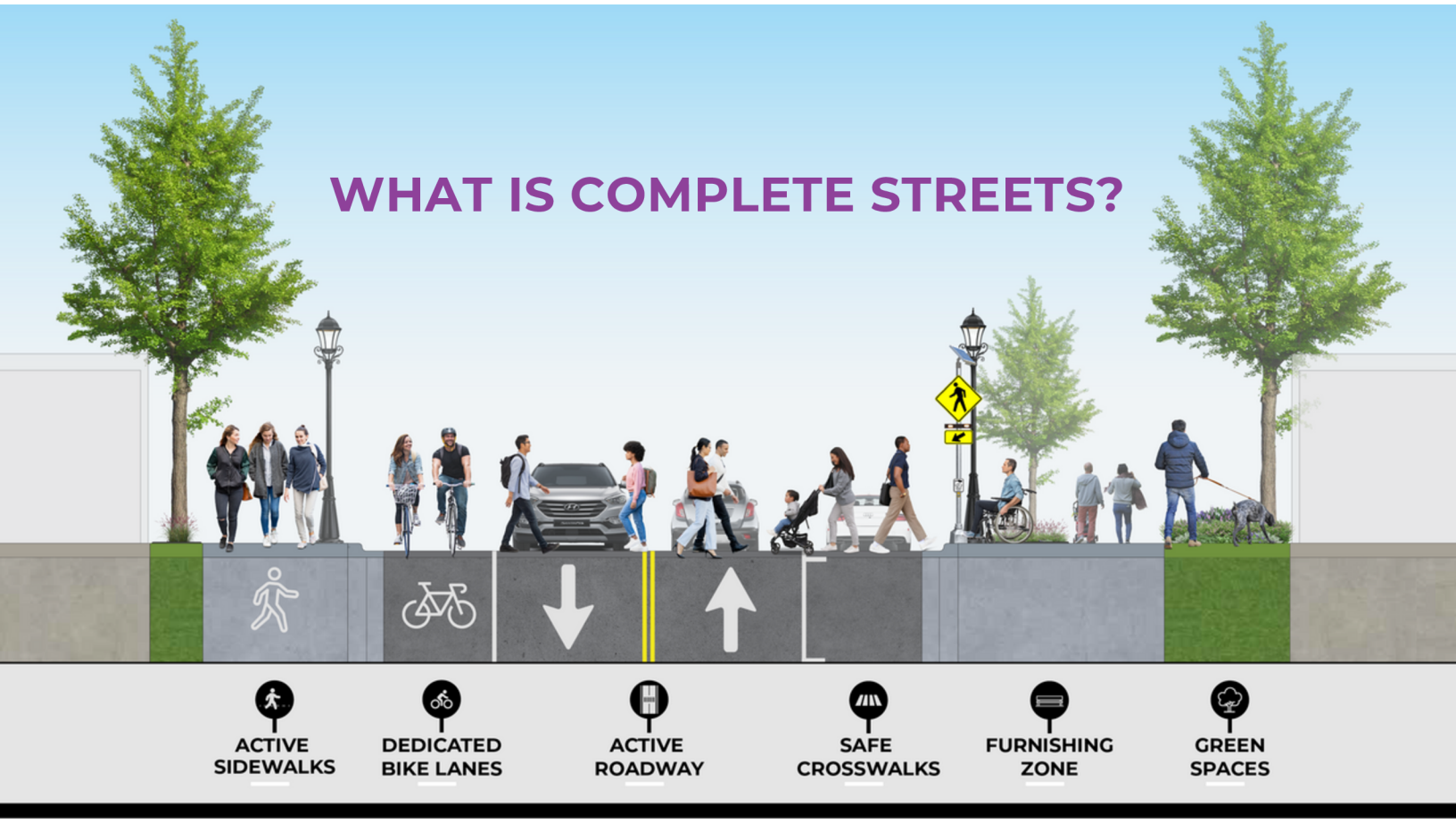
In order to enable safe, convenient, and comfortable travel and access for all people, Complete Streets may include bicycle lanes, shared-use paths, trails, traffic calming, landscaped medians / buffers, narrower travel lanes, roundabouts, curb extensions, high visibility crosswalks, and more.

The Village of Palm Springs adopted a Vision Zero Policy in 2021, committing to eliminate traffic fatalities and severe injuries through systematic infrastructure improvements, data-driven decision making, and community engagement.

The policy prioritizes street designs that protect vulnerable users through proven safety countermeasures like:

- Protected bike lanes
- Raised crosswalks and medians
- Lower speed limits in residential areas
- Improved street lighting
- Shorter crossing distances

Image 12: Complete Streets Design Elements



What is a Completed Network?

A Completed Network is a connected system of complete streets that allows for seamless and safe transportation between different modes. By incorporating the Village's unique historical, cultural, and environmental assets, a Completed Network can provide safe and convenient travel options for all residents, regardless of age, background, or ability. This approach allows for the efficient use of public space while promoting multimodal transportation, supporting active and healthy lifestyles, and reducing the Village's carbon footprint. With a Completed Network, the Village of Palm Springs can establish itself as a leader in sustainable transportation and provide its residents with an enhanced quality of life.



Image 13: Multi Use Path Concept Rendering



Image 14: On Street Bike Facilities

Complete Streets Elements

The mobility projects identified in the Mobility Plan were established based on the fundamental Complete Streets elements required to transition from a transportation system focused on moving cars toward a safer, more comfortable, and more convenient multimodal transportation system prioritizing the movement of people and providing mobility choices.

The Complete Streets elements to encourage walking and bicycling do not differ much from those that encourage driving: **(1) Mobility; (2) Equity; (3) Accessibility; (4) Connectivity; (5) Visibility; (6) Continuity; (7) Safety; (8) Comfort; and (9) Social Value.** If multimodal systems for moving people were built like those for moving cars, far more people would walk, bike, and ride transit.

Multimodal Elements



Mobility: The ability to move people from place (origin) to place (destination) by multiple modes (walk, bike, transit, vehicle) of travel in a timely (speed) and efficient manner. The lack of sidewalks, paths, trails, and bike lanes are often impediments to people choosing to walk or bike from home to work and other daily activities.



Accessibility: The ease at which people reach, enter, and use modes (walk, bike, transit, vehicle) of travel at the origin of their trip and the ease at which those people reach and enter their destination. Transit systems are frequently burdened with addressing first and last mile access.



Connectivity: The number of route options people have available to them to move from place to place and the directness (distance) of those route options to reach their destination. Gridded network of streets provides a high level of connectivity, whereas cul-de-sacs do not.



Visibility: The frequency at which those driving a car see people walking, bicycling, and using a mode of travel other than driving a car. More people walking and biking means more awareness that people walk and bike which equals safer conditions (i.e. safety in numbers). Green bike lanes, pavers at crosswalks, and flashing signals are all design elements used to increase visibility of people walking and bicycling.



Continuity: The uninterrupted consistency of multimodal facilities in width and condition with logical beginning and endpoints that are without gaps or sudden and abrupt termination. Roads do not suddenly terminate without warning or change number of lanes or width without proper transitions, so neither should sidewalks, paths, trails, or bike lanes.



Safety: The combination of behavioral and physical design elements of the built environment make mobility comfortable and pleasant for all ages and abilities. The elements that provide safety include physical separation and/or designation for different mobility modes that also encourage behavioral change making safety everyone's responsibility. Safety also includes respite, lighting, shade structure and other thoughtful features.



Social Value: The people-to-people connections one experiences in a shared space environment, whether biking, walking, or taking transit. The social value of these interactions increases both individual happiness and societal happiness through active engagement with the city that overall increases the quality of life and fosters independence, especially for children and the elderly.

SECTION 5
VISION ZERO

What is Vision Zero?

Vision Zero is a comprehensive plan to eliminate all traffic fatalities and severe injuries while transforming transportation systems to be safer, healthier, and more equitable for everyone. The strategy places particular emphasis on protecting vulnerable road users ("VRUs"), including pedestrians, cyclists, and motorcyclists, who face disproportionate risks on roadways.

The Vision Zero movement originated in Sweden in the 1990s, demonstrating remarkable success when the city of Oslo achieved zero traffic deaths in 2019 – a milestone that proved the approach's effectiveness. This success has catalyzed global adoption, with cities worldwide developing their own Vision Zero initiatives. As of February 2024, the Vision Zero Network has recognized 59 U.S. cities for meeting their comprehensive criteria, including several Florida communities: West Palm Beach, Fort Lauderdale, Tampa, and Hillsborough County.

In 2021, the Village of Palm Springs, Florida, integrated Vision Zero principles into its community planning through two key actions: adopting a Transportation and Mobility Master Plan and passing Resolution 2021-36, which established a formal Vision Zero policy aimed at eliminating traffic fatalities on village streets.

At its core, Vision Zero implements a Safe Systems approach, also known as Safety by Design. This represents a fundamental shift from traditional road safety paradigms. While conventional approaches relied heavily on training people to behave safely, assuming perfect human compliance, the Safe Systems approach acknowledges human fallibility as an inherent factor.

Instead of placing the full burden of safety on individual behavior, it creates multiple layers of protection through thoughtfully designed roads, vehicles, speeds, and policies. This system-wide approach ensures that when crashes do occur – as they inevitably will – the infrastructure and policies in place work together to minimize impact severity and prevent serious injuries or deaths. This proactive, multi-faceted strategy creates a more forgiving transportation system that protects all users, regardless of how they choose to travel.

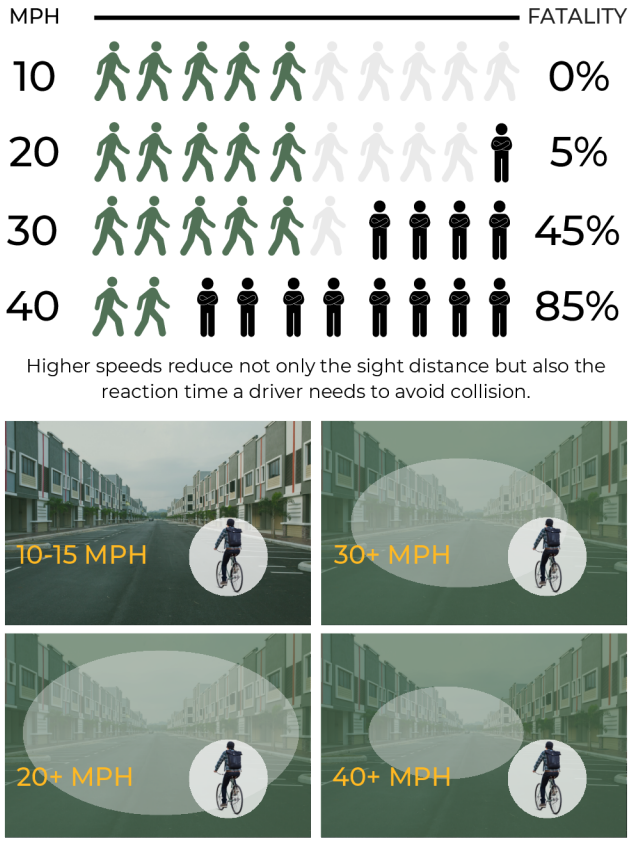
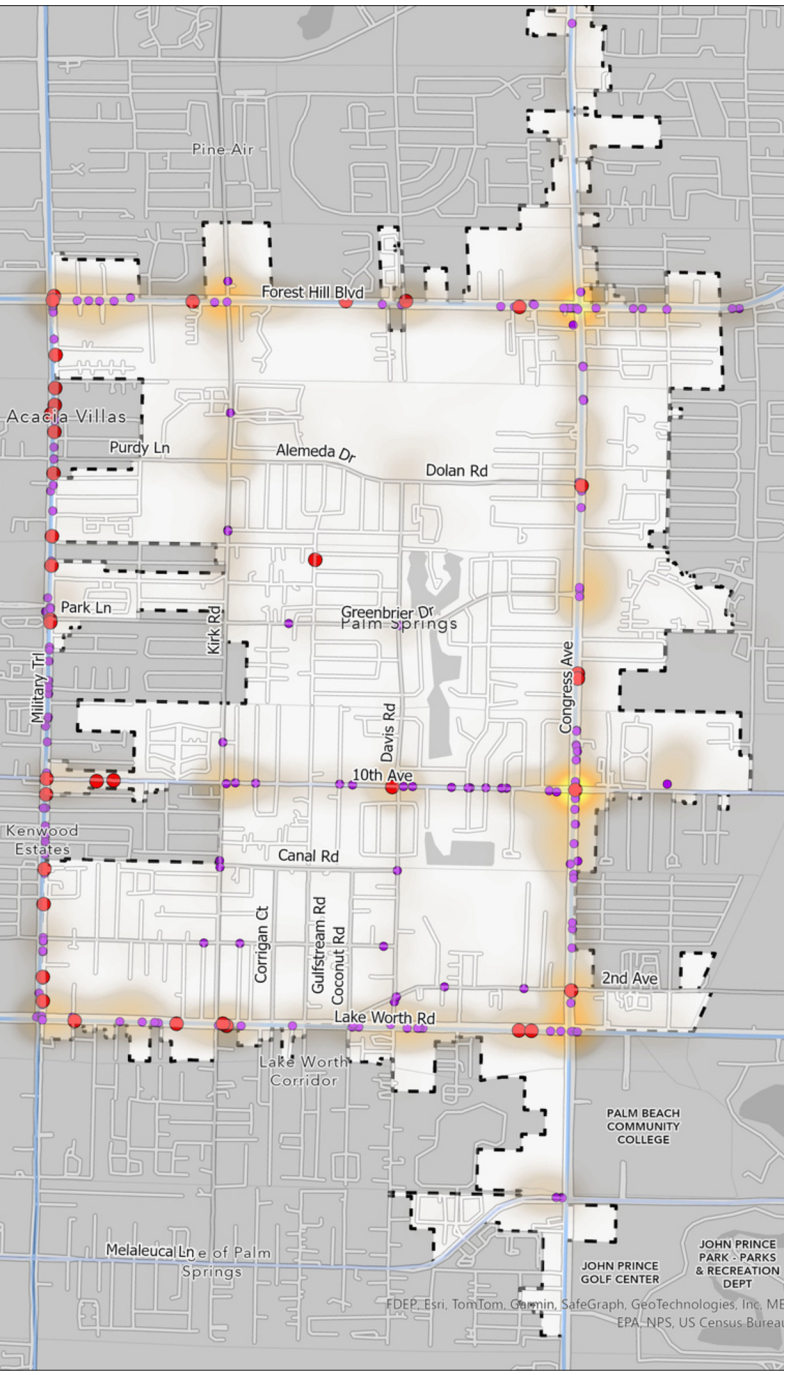


Image 15: Impact of Vehicle Speed on Safety and Driver Visibility

Why is Vision Zero Needed?



Map 02: Village of Palm Springs KSI Crash Map

Palm Springs faces major safety issues on Florida Department of Transportation ("FDOT") and Palm Beach County roads, which make up only 23% of total roads but account for 90% of all Killed or Seriously Injured ("KSI") crashes and 97% of fatal crashes. From 2014-2023, the village had 262 KSI crashes that resulted in 37 deaths and 254 serious injuries. Pedestrians, cyclists, and motorcyclists are the most vulnerable in serious crashes. Among them, pedestrians face the highest risk, with 28% of severe crashes resulting in death. Cyclists have a 15% fatality rate, while motorcyclists follow closely at 14%. Military Trail alone is responsible for 34% of all severe or fatal crashes and half of all traffic deaths in the area. Over the past decade, these crashes have led to more than $550 million in societal costs.

Several factors highlight the urgent need for Vision Zero: posted speeds are 10-15 mph above safe target speeds on major roads, poor lighting exists on key corridors like Military Trail, and 70% of pedestrian crashes happen within 200 feet of bus stops. Traffic violations data shows that failure to yield right-of-way (23%), improper road usage (19%), and driving under the influence (10%) account for over half of all KSI crashes. The village's status as a disadvantaged community, with 57% of residents living in disadvantaged census tracts and high rankings for climate risk (77th percentile) and social vulnerability (80th percentile) in Florida, shows the importance of implementing safety improvements that protect all road users, especially the most vulnerable residents. Despite an overall decrease in KSI crashes from 34 in 2014 to 20 in 2023, pedestrian crashes continue to rise, indicating a persistent safety challenge that requires immediate attention.

Vision Zero VILLAGE OF PALM SPRINGS



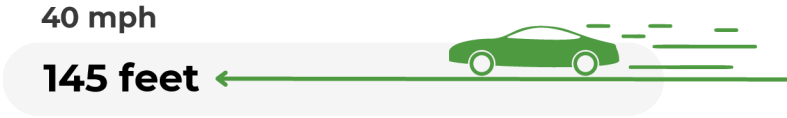
Image 16: Village of Palm Springs Trunk or Treat Event

Design for Safe Speed

Two key components needed for movement toward Vision Zero and Safer Streets for All are mobility projects and the speed of cars. Speed is the most important variable in reducing crashes, traffic deaths, and serious injuries. Studies have shown there is a direct correlation between the speed of car travel and the severity of crashes. As speed increases, so does the probability that a crash involving vulnerable road users (people walking, bicycling, scooting, in wheelchairs, etc.) or motorists will result in one or more fatalities. Traveling at a speed of 40 mph, a vehicle needs 145 feet to reach a full stop; while traveling at 20 mph, only 45 feet is needed. Similarly, if a person is hit by a vehicle traveling 40 mph there is only a 10% chance of surviving the crash; while traveling at 20 mph, there is a 90% chance of survival.

The primary factor in determining vehicle speed is the design of the roadway. Regardless of the posted speed limit, most drivers will travel at a speed that feels comfortable. This comfortability is largely determined by design factors such as lane width, road alignment (straight or curved), turning radii, the presence of multimodal infrastructure, the degree to which modes are mixed or separated, and visual friction.

Traveling at a speed of 40 mph, a vehicle needs 145 feet to reach a full stop



Traveling at a speed of 20 mph, a vehicle needs 45 feet to reach a full stop



Palm Springs faces major safety issues on its state and county roads, which make up only 23% of total roads but account for 90% of all KSI crashes and 97% of fatal crashes. From 2014-2023, the village had 262 KSI crashes that resulted in 37 deaths and 254 serious injuries. The most vulnerable users face the highest risks - pedestrians have a 28% fatality rate in KSI crashes, cyclists 15%, and motorcyclists 14%. These crashes occur most frequently on major corridors, with Military Trail alone accounting for 34% of all KSI crashes and 50% of fatal crashes. These incidents have cost the community over $550 million over the ten-year period.

SECTION 6

2045 MOBILITY PLAN

Multimodal Projects in the Mobility Plan

The Village's Mobility Plan features a variety of multimodal facilities designed to support diverse travel methods, including sidewalks, boardwalks, shared-use paths, multi-use trails, and complete streets. The graphic below highlights the on-street and off-street mobility projects outlined in the plan. While bicycle lanes and bicycle boulevards are included, they are not directly recommended in the Mobility Plan; however, they are endorsed in the Village of Palm Springs's Bicycle and Pedestrian Master Plan, which is integrated into both the Mobility Plan and the Mobility Fee.

The objective of the plan is to ensure safe and convenient transportation for all road users, regardless of age, ability, or background, while showcasing the Village's cultural, historical, and environmental features.

Bike lanes and sidewalks are specifically designed for non-motorized travel, primarily catering to pedestrians and cyclists. Elements like boardwalks, shared-use paths, multi-use trails, and neighborhood bicycle boulevards are acknowledged as safe additions within the mobility framework.

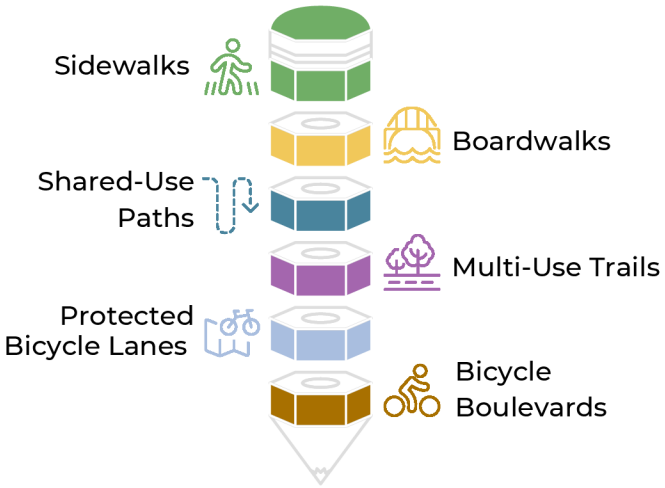


Image 17: Examples of Multimodal Features

Separated and Protected Bike Lane (Multi-Used)



Western Ave. - Cambridge



Flagler - FTL



Banyan Blvd. - WPB



Davie Road - Davie

Separated and Protected Bike Lane - Cycle Track



Penn Street Trail, PA



DT Loop - Orlando



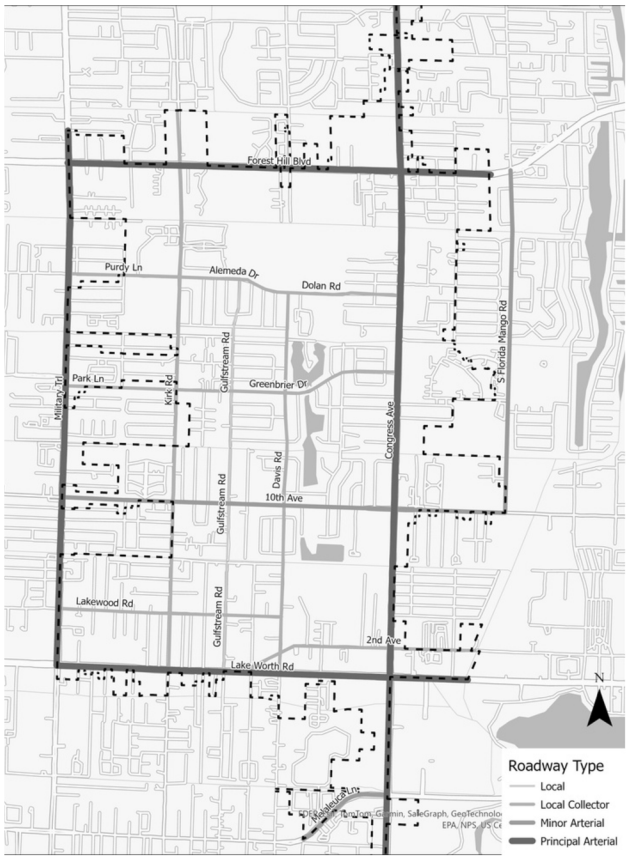
Okeechobee - WPB



Green Spine - Tampa

No road widenings are proposed in the Roadway Plan, because the Village's collector and arterial roads are either built out or designated as constrained roadways. In addition, an areawide roadway level of service analysis was performed as a part of an evaluation of existing conditions. The Mobility Study Road Network evaluated includes major roads within the Mobility Study Area including Village, County, and State roads. The areawide roadway level of service is achieved by dividing vehicle miles of travel ("VMT") by vehicle miles of capacity ("VMC"). A VMT/VMC ratio greater than 1.00 indicates that there are system deficiencies.

Based on the evaluation of existing conditions, the VMT/VMC ratio for 2024 is 0.92 (Table 1). This indicates that Palm Springs's transportation network has enough capacity as a whole to carry existing traffic with some capacity remaining to support new development.



Map 03: Village of Palm Springs Roadway Classification

Table 1. 2024 Areawide Level of Service

Functional Classification	Length (miles)	Lane Miles	2024 VMT	2024 VMC	VMT to VMC (VMT/VMC)
Minor Collector	1.07	2.14	8,313	17,257	0.48
Major Collector	21.92	58.69	207,111	431,099	0.48
Minor Arterial	7.41	35.57	251,892,	269,635	0.93
Principal Arterial	16.56	103.60	785,532	876,108	0.90
Limited Access (I-4)	3.23	32.30	818,027	653,752	1.25
Total	50.19	232.30	2,070,875	2.247.851	0.92

Source: Village of Palm Springs Mobility Fee Technical Report

Multimodal Plan

The Village of Palm Springs Mobility Plan is designed to improve transportation options and create safer, more accessible streets for everyone. This plan includes a combination of Complete Streets, multimodal improvements, and dedicated bicycle facilities. The goal is to provide better connections for pedestrians, cyclists, and drivers while enhancing the overall safety and efficiency of the village's roadways.

A key part of the plan is the addition of dedicated bicycle lanes along the perimeter of the village, on roadways like Military Trail and Forest Hill Blvd, giving cyclists a safe and reliable route around the community. Within the village, an extensive network of Multi-Use Trails will be developed along major east-west and north-south corridors. These trails will also follow the four main canal waterways, creating scenic and convenient pathways for walking, jogging, and biking.

Kirk Road is a primary corridor within the village and is planned to receive significant improvement. The road will be expanded to add a landscaped grass median. A Multi-Use Pathway will be added along one side of the road where space allows, providing a safe route for pedestrians and cyclists.

To enhance safety and improve traffic flow, roundabouts and raised intersections will be introduced in select areas. These features help slow down vehicles and make crossings safer for pedestrians and cyclists. Additionally, multiple new pedestrian crossings will be installed to connect different sections of the trail network, making it easier for residents to travel throughout the village without relying on a car.

Overall, the Village of Palm Springs Mobility Plan is a forward-thinking approach to transportation that focuses on safety, accessibility, and sustainability. By investing in these improvements, the village is creating a more connected and pedestrian-friendly community for residents and visitors alike.

Image 18: Example 2nd Ave. Multimodal Facilities





Image 19: Broward County Transit, Lauderhill Transit Center Regional Bus Station, (1429 N State Rd 7, Fort Lauderdale, FL 33313)

Mobility Hub

A mobility hub is a central location that provides various transportation options and services to promote transit to location inside and outside of a community. It integrates different modes of transportation, such as buses, trains, bicycles, pedestrians, and shared mobility services, such as ride-sharing and bike-sharing. Mobility hubs typically offer amenities like transit stations, bike parking facilities, electric vehicle charging stations, and information centers.

In today's rapidly evolving urban landscapes, mobility hubs have gained importance for several reasons. They enhance transportation efficiency by facilitating seamless transfers between different modes of transportation, allowing individuals to switch between walking, biking, public transit, and other shared mobility options. This reduces reliance on private vehicles and congestion.

Mobility hubs promote accessibility and equity by providing transportation options to all members of the community, including those without access to private vehicles. They enhance connectivity to key destinations, such as residential areas, employment centers, schools, healthcare facilities, and recreational areas, ensuring that everyone can reach these places conveniently and affordably.

By encouraging the use of sustainable transportation modes, mobility hubs contribute to reducing greenhouse gas emissions, air pollution, and the overall environmental impact of transportation. They support the adoption of walking, cycling, and public transit and promote a more sustainable and greener community.



Image 20: City of Longwood SunHUB Mobility Hub

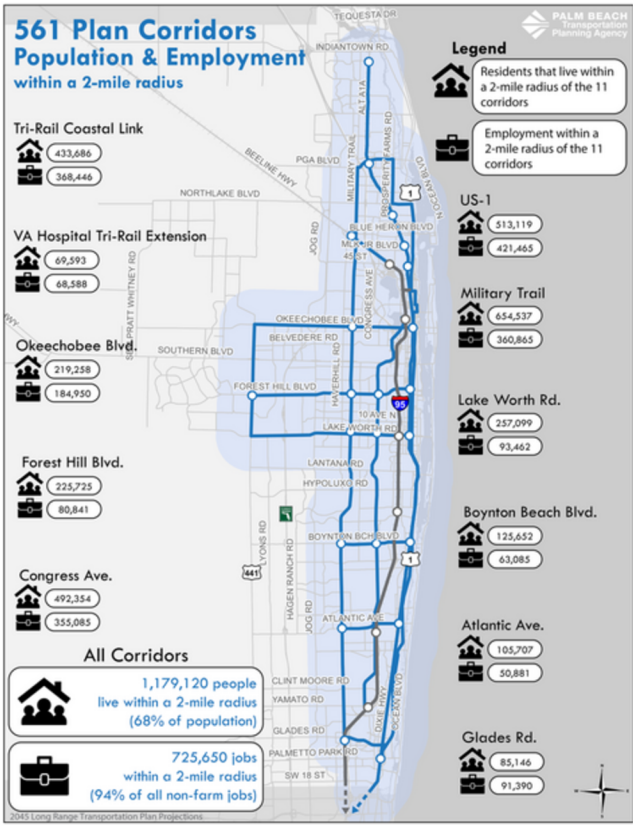
Palm Beach 561 Plan

The 561 Plan is a segment of the Palm Beach Transportation Agency's ("TPA") Vision 2045 Plan. This Plan seeks to improve mobility throughout the county by implementing road widening, bicycle infrastructure, and public transportation networks.

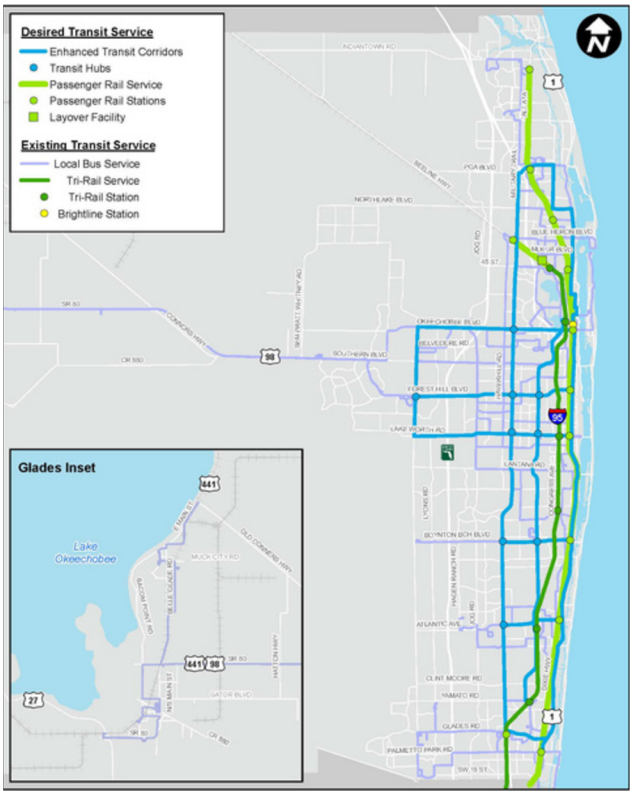
Palm Springs is well positioned to take advantage of the TPA's 561 Transit Plan which will include the addition of 2 East-West and 2 North-South enhanced transit corridors through the city. This will further include the addition of 4 major regional transit hubs around the periphery of the Village. These will serve to connect the residents of the village with a county-wide transit network.

According to the TPA this transit network is expected to capture all areas within a two-mile radius of the transit routes. This would include up to 68% of the county's residents and 95% of the county's employment centers providing a significant alternative to automotive transportation for County residents.

These transit hubs plan to offer amenities, public space, shared mobility, and parking solutions. As the integration of pedestrian-friendly elements is a key aspect of the 561 Plan.



Map 04: 561 Transportation Plan Map



Map 05: TPA Vision 2045 Mobility Plan Map

Studies, Programs & Policies Plan

The mobility plan proposes traffic studies, programs, and policies to supplement the recommended mobility infrastructure projects to create safer and more multiuse right of ways for the people of Palm Springs. The Plan includes a Vision Zero Action Plan, Residential Traffic Calming Program, Sidewalks Improvements Program, Bus Stop Relocation, Wayfinding Program, Quick Build Program, ADA Transition Plan Implementation, a future update to the Village of Palm Springs Bicycle & Pedestrian Master Plan, a Railroad Safety Study, and a Micromobility & Microtransit Program. Several of these recommendations are discussed in more detail in the next steps of this report.

The Micromobility & Microtransit Program is included to address the Village's desire to diversify mobility and encourage new modes of transportation throughout the Village. The Program will regulate the use of personal and shared micromobility devices (e.g., e-bike, e-scooters) and low speed electric vehicles (golf carts, on-demand microtransit, neighborhood electric vehicles) within the Village and will address hours of operation, safety, shared mobility providers, rentals, and equipment. The Village will need to coordinate with FDOT and Palm Beach County regarding use of micromobility devices and low speed electric vehicles.

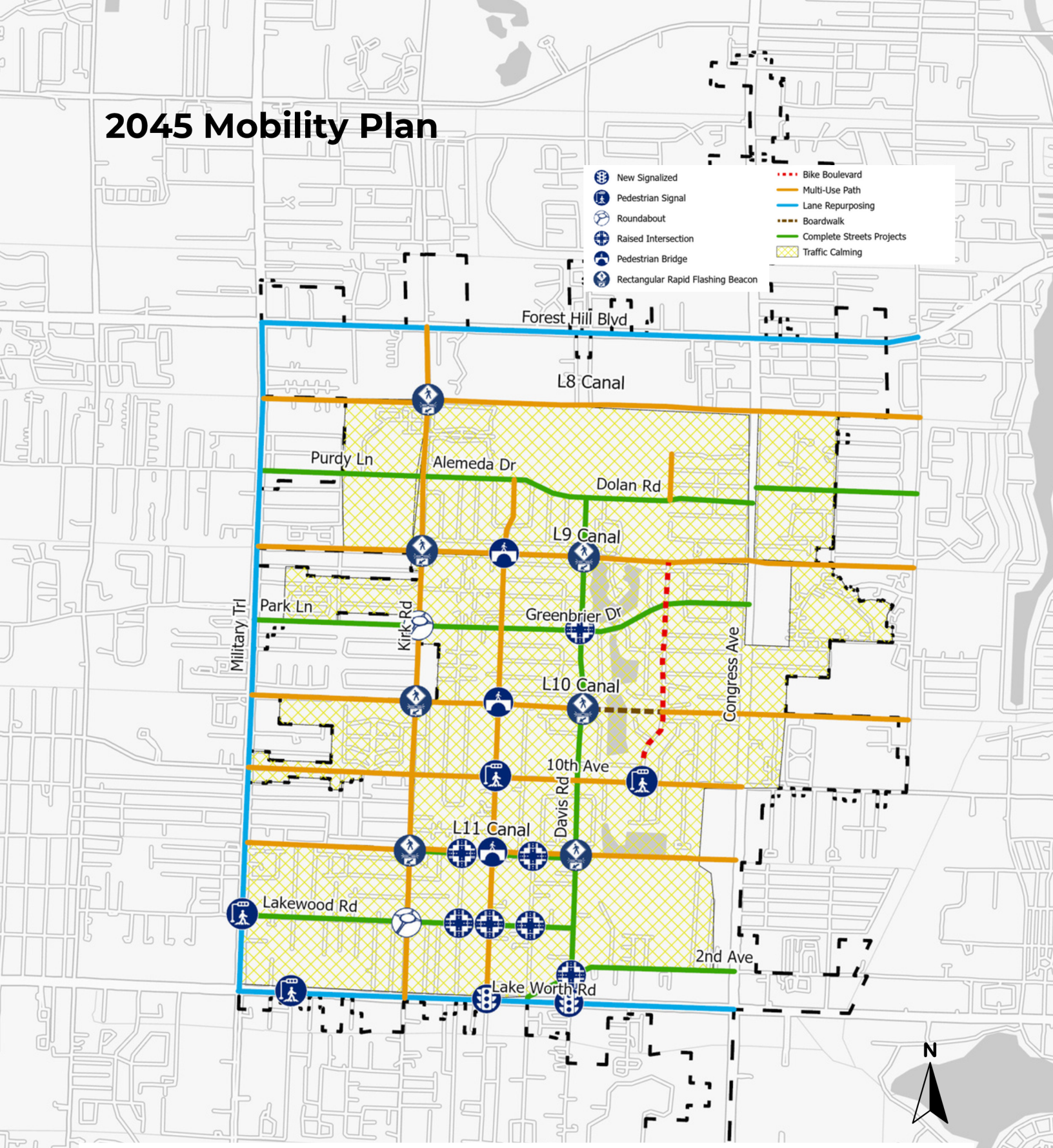
Certain streets in residential areas are recommended as Traffic-Calmed Streets. Traffic-Calmed Streets are streets that feature speed limits of 20 mph or less and incorporate various traffic calming elements such as curb extensions, chicanes, speed bumps / humps / tables, roundabouts and traffic circles.

One traffic calming technique utilizes restriping to create what is known as 'Yield Streets.' Yield Streets function as a traffic calming measure by using on-street parking or advisory bicycle lanes to visually narrow the width of the street and slow traffic. Yield Streets require drivers to slow down and use 'pull-off' locations to pass oncoming traffic. Other traffic-calmed streets have horizontal features that narrow the roadway, vertical features to encourage slower speeds, and safe crossings across high volume corridors.

The Sidewalk Improvement Program and ADA Transition Plan Implementation have been included to allow Mobility Fees to be used to fund sidewalks gaps and ADA improvements to address needs that have already been identified by the Village.

The implementation of a Vision Zero Action Policy and Plan, Wayfinding Program, and Tactical Urbanism Program are additional steps the Village could choose to take. By taking a comprehensive approach that considers the needs of all users and modes of transportation, Palm Springs can create a safe, accessible, and sustainable transportation system that supports the well-being of its residents and visitors.

2045 Mobility Plan



Mobility Projects for the Complete Streets Plan are shown on Appendix A. The Multimodal Plan (Appendix B) features new multimodal facilities such as, boardwalks, shared-use paths, and multi-use trails to meet the goals of the Mobility Plan.

EPA, NPS, US Census Bureau, USDA, USFWS

SECTION 7

Next Steps

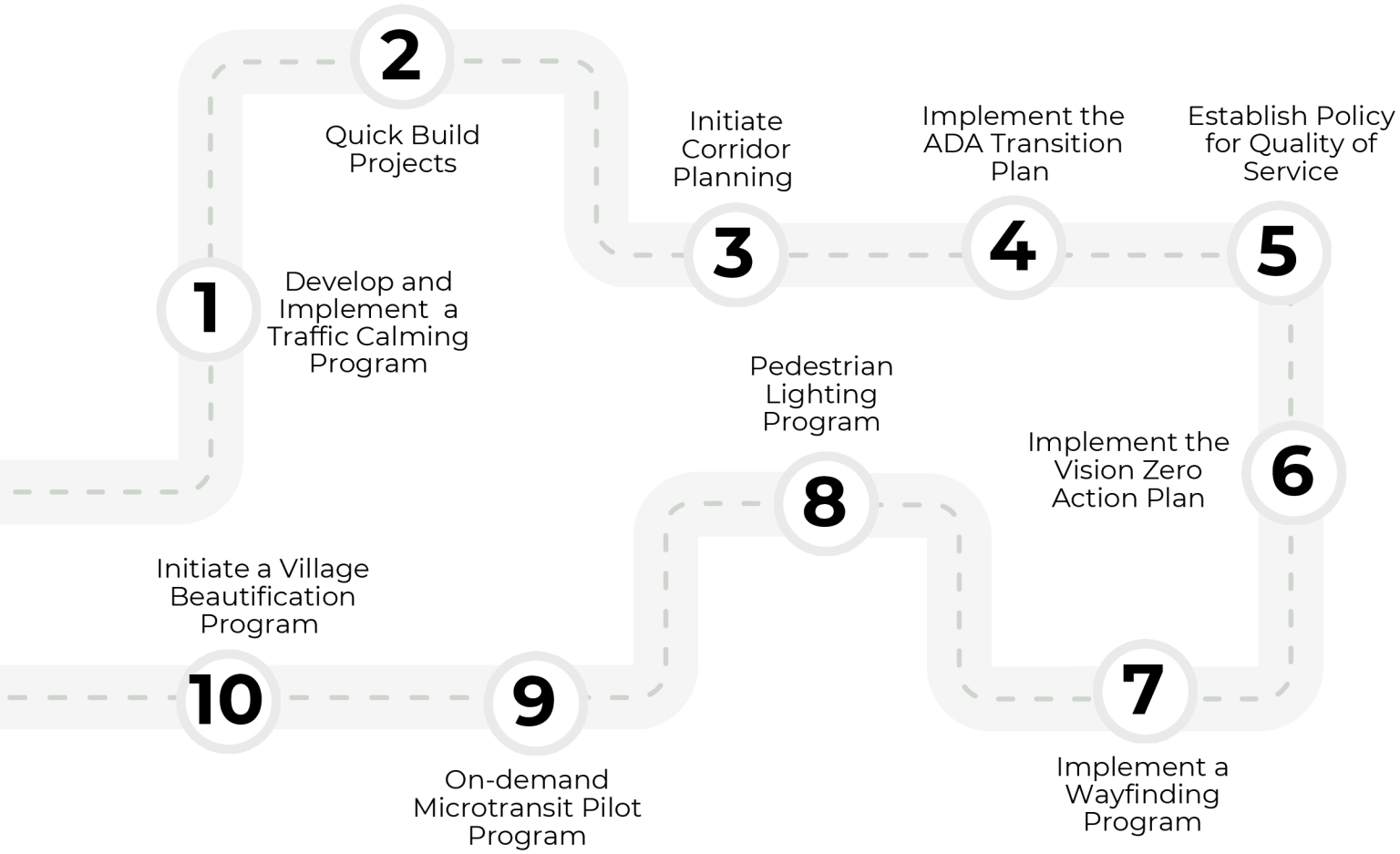


Next Steps

Palm Springs has many opportunities to meet the needs of residents now and for years to come. The Mobility Plan and Mobility Fee is a step towards a more robust and reflective network. The following next step programs and policies will support the Village as it moves towards implementing the identified mobility projects. Adopting and developing these policies and programs will support long-term objectives and continue the short and near term momentum necessary to achieve plan elements.

Potential next steps have been categorized into policy and planning, programs, and projects. Cities across Florida use these as ways to ensure the Mobility Plan is met and executed.

STEP BY STEP



1 Develop and Implement Residential Traffic Calming Program

Background

The Village should develop a Residential Traffic Calming Program and Ordinance as a next-step program. The limits of the Residential Traffic Calming Program should be implemented throughout the Village in residential focused areas. The Residential Traffic Calming Program prioritizes the safe and efficient movement of people bicycling, walking, and accessing transit by reducing motor vehicle speeds. Traffic calming is a low-impact, low-cost solution to achieving Complete Streets within the local roadway network and has been found to be effective in altering driver behavior. The goals of traffic calming are:

- Reduce vehicle traffic and speeds on local roads
- Enhance quality of life for residents and visitors
- Reduce crashes and improve safety

The Residential Traffic Calming Program establishes various horizontal and vertical elements to be used. Potential horizontal elements include street murals, pavement markings, on-street bike lanes, and other elements to narrow effective travel lane widths. The program would also establish criteria for vertical elements such as divided medians, chicanes, speed bumps / tables, raised intersections, or curb extensions. A balance of horizontal and vertical devices along with intersection treatments such as roundabouts or traffic circles are effective in maintaining residential access, while reducing cut-through traffic and lowering vehicle speeds.

Guidance

The program follows a four-step process, including:

1. A petition and preliminary evaluation,
2. A traffic study,
3. A public meeting; and
4. A final evaluation and implementation

To meet the minimum requirements for traffic calming and use best practices, the following criteria should be considered:

- The street must be a local residential street or collector street, with a posted speed limit of 20 mph or less.
- The street must have an average daily traffic volume of less than 5,000 vehicles.
- The street must not serve as an emergency vehicle route.
- The street must not have any physical constraints that would prevent the implementation of traffic calming measures, such as drainage ditches, narrow rights-of-way, or overhead utilities.
- The traffic calming measure must consider the impact on public safety or emergency response times (with thresholds defined by the program).
- The traffic calming measure must not negatively impact transit service (with thresholds defined by the program).
- The traffic calming measure must be supported by a majority of affected property owners.
- The traffic calming measure must be deemed feasible by the Village's traffic engineering staff.
- The traffic calming measure must be cost-effective and sustainable.
- The traffic calming measure must comply with all applicable design standards and guidelines.

Traffic Calming Examples

Traffic Calming Technique	Description	Advantages	Disadvantages
Speed Humps	Raised pavement sections that force drivers to slow down	Effective at reducing speeding; Relatively low cost	Can cause discomfort for passengers and emergency vehicles
Roundabouts	Circular intersections that slow traffic and improve flow	Reduce number and severity of crashes; Improve traffic flow	Require more space than traditional intersections; Can increase congestion during peak hours
Chicanes	Altering the layout of streets to create curves or other challenging features	Slows traffic; Creates visual interest	Can be expensive; May cause confusion for drivers
Shared Spaces	Removing traditional street markings and signals to encourage drivers, cyclists, and pedestrians to share the road	Reduces speed and promotes safety; Can improve aesthetics of the area	Requires significant public education and outreach; May be confusing for drivers and pedestrians
Traffic Islands	Raised areas in the center of a street that force drivers to slow down and navigate around them	Effective at reducing speeding; Can improve aesthetics of the area	Require significant space; Can obstruct emergency vehicle access

Other traffic calming design considerations include:

- Target speed of 20 MPH.
- The most effective distance between traffic calming devices is 300-500 feet.
- Traffic calming devices should not be less than 150 feet from an intersection or bridge.

To formalize the program, the Village should adopt a Traffic Calming Ordinance, develop a Traffic Calming Advisory Committee composed of technical and public stakeholders, and allocate funding to this program. Residents will have step by step instructions on submitting a petition to the Village Public Works Department. The combination of program elements provide a formal process to assess community requests, provide for technical determination of feasibility and develop a traffic calming device menu.

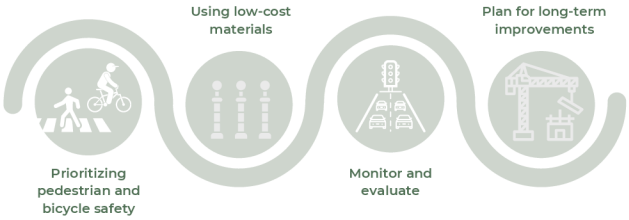
2 Develop a Quick Build Program

Background

Tactical Urbanism, or quick build road projects, are a type of transportation infrastructure project that is designed to be constructed quickly and inexpensively, often using low-cost materials and temporary designs. These projects are intended to provide immediate improvements to the transportation network, while also allowing for future, more permanent, adjustments based on feedback, monitoring and evaluation, and data.

The Village of Palm Springs should consider the guidance provided by NACTO's "Don't Give Up at the Intersection" report to implement quick build road projects that prioritize the safety and accessibility of all transportation users. This could involve using low-cost materials and temporary designs to quickly and efficiently implement improvements to intersections and other transportation infrastructure.

The Village should consider several key recommendations for improving intersection design, including:



Guidance

Tactical Urbanism projects typically use a variety of low-cost, easy-to-implement materials that are readily available and can be quickly installed. Here are some examples of quick build materials:

- Paint: Paint can be used to create temporary or semi-permanent markings, such as crosswalks, bike lanes, and traffic calming measures.
- Plastic bollards: Plastic bollards are durable and flexible barriers that can be quickly installed to separate bike lanes from vehicular traffic or to create temporary pedestrian plazas.
- Planters: Planters can be used to create temporary curb extensions, which help slow down traffic and create more space for pedestrians and cyclists.
- **Rubber speed humps:** Rubber speed humps can be used to reduce vehicle speeds and improve safety for pedestrians and cyclists.
- **Flexible posts:** Flexible posts can be used to delineate bike lanes or other areas of the road, and can be easily removed if necessary.
- **Prefabricated elements:** Prefabricated elements, such as concrete curb extensions or pedestrian islands, can be used to quickly and easily create semi-permanent infrastructure improvements.

These materials can be used to create a range of quick build projects, from temporary pop-up bike lanes to semi-permanent pedestrian plazas. By using low-cost, readily available materials, these projects can be implemented quickly and inexpensively, making it easier to run pilot programs and make rapid improvements to transportation infrastructure.

3 Initiate Corridor Planning

Background

It is recommended that the Village of Palm Springs fund and program preliminary planning and engineering studies for select projects to ensure project feasibility. Mobility Plan project recommendations should be prioritized and programmed for implementation into the Village's Capital Improvements Plan.

To ensure project feasibility, the Village should invest in funding preliminary planning and engineering studies. Steps for Corridor Planning involve a process of assessing what data, decisions and relationships need to be considered, acquired or made throughout the corridor planning process.

The Village may benefit in developing a Corridor Planning Checklist to highlight risks and funding opportunities. Per F.S. 163.317, a Capital Improvement Plan is to be reviewed by the local government on an annual basis, the corridor planning phase can be identified as an initial phase of an unfunded project. The Village should provide detailed information about the proposed project through a Corridor Planning Development process.

Guidance

The following are items that may be included in a Corridor Planning Checklist:

- Project location, limits, and length
- Project purpose
- Existing posted speed and target speed with anticipated changes in posted speed limits and design speeds
- Consistency of the proposed project with the applicable Long-Range Transportation Plan ("LRTP"), Transportation Improvement Program ("TIP"), Transit Development Plan ("TDP"), Comprehensive Plan, master plans, visions, and Complete Streets Initiatives.
- Safety Analysis
- Impact on school crossing locations and midblock crossings
- Case-specific special considerations to be determined (e.g., railroad crossing improvements)
- Proposed change in lane configuration - typical sections development
- Proposed use(s) for the right-of-way after the lanes are eliminated (e.g., widened sidewalks, bicycle lanes, landscaping, on-street parking, and transit lanes)
- Impact on bicycle/pedestrian infrastructure and connectivity
- Impact on transit routes, stop locations (including appropriateness of turn radii and lane widths), include total number of stops and routes in the area
- Utilities coordination, proposed utilities upgrades and capital improvement projects, development projects, etc.
- Public involvement, agency outreach and endorsement - plan for obtaining input and review from businesses, residents, and other stakeholders
- Project cost estimate, funding source, and schedule

4 Implement the ADA Transition Plan

Background

I'll help you write an ADA Transition Plan following a similar format and length.
Background It is recommended that municipalities develop and implement a comprehensive Americans with Disabilities Act (“ADA”) Transition Plan to ensure equal access to all public facilities, programs, and services for individuals with disabilities. The ADA, enacted in 1990, requires public entities to remove barriers that prevent people with disabilities from accessing public spaces and services.

The Village has demonstrated its commitment to ADA compliance by conducting a thorough evaluation of its facilities and infrastructure, identifying specific barriers that need to be addressed. This proactive approach positions the Village to move forward with strategic barrier removal and accessibility improvements. The implementation phase will focus on systematically addressing identified barriers in buildings, sidewalks, curb ramps, pedestrian signals, and other public infrastructure throughout Palm Springs. For the Village, executing this transition plan will help prioritize improvements, allocate resources effectively, and ensure systematic progress toward full accessibility. The plan's implementation will create a more inclusive environment for all community members while maintaining compliance with federal ADA requirements. Regular monitoring and updates will ensure the plan remains responsive to community needs and effectively addresses the identified barriers.

Guidance

To successfully implement the ADA Transition Plan based on the completed self-assessment, the Village of Palm Springs should establish a comprehensive framework that includes prioritization strategies, detailed timelines, clear responsibilities, and ongoing monitoring processes.

Key Implementation Elements:

- Prioritization Strategy - Develop a clear ranking system for addressing barriers based on severity of impact, frequency of facility use, and public input from the disability community
- Implementation Timeline - Create a detailed schedule for barrier removal projects, including specific start and completion dates, considering both immediate needs and long-term improvements
- Project Management Responsibilities - Designate specific staff members or departments to oversee various aspects of the plan's implementation, ensuring clear accountability and coordination
- Cost Analysis and Budgeting - Prepare detailed cost estimates for each identified barrier removal project and develop annual budget allocations to support systematic improvements
- Technical Compliance Standards - Establish specific construction and design standards that meet or exceed current ADA requirements for all barrier removal and modification projects
- Public Communication Plan - Maintain regular updates to the community about implementation progress, upcoming projects, and opportunities for public input through various communication channels

5 Adopt Quality of Service (QOS) Standards

Background

The Village should develop Quality of Service ("QOS") standards to establish a policy framework for moving towards Vision Zero and Safer Streets for All.

Street QOS standards are based on posted speed limits and are recommended for adoption in the Comprehensive Plan in recognition that slower speeds create a safer transportation system for all modes of travel. QOS standards for people walking, biking, or using micromobility or microtransit are based on (1) the width of the facility (i.e., bike lane, path, sidewalk); (2) the type of physical separation between multimodal facilities and travel lanes for cars, SUVs, and other motor vehicles; and (3) the posted speed limit.

QOS standards can either be an alternative or a complement to roadway LOS standards. They are similar to roadway LOS standards in that they offer a methodology with which to evaluate deficiencies in the transportation system.

A clear methodology allows cities to correct public facility deficiencies and identify system needs which are necessary to implement the comprehensive plan in a consistent manner. QOS standards provide a more flexible and innovative methodology (approved by FDOT) within which to reimagine who the transportation system is serving and how streets are designed and evaluated.

Guidance

QOS standards are intended to be used for the following planning and design activities and incorporation into the Comprehensive Plan ("CP") and Land Development Regulations ("LDRs"):

- Identification of mobility needs and mobility projects to address those needs.
- Performance measures to evaluate over time changes in service and mobility provided.
- Prioritize mobility projects for annual capital improvement programming.
- Develop Complete Streets design standards in the LDRs for new and retrofitted streets.
- Implement FDOT's Context Classifications for Complete Streets.
- Develop mobility strategies in the Comprehensive Plan and Land Development Regulations for new development.
- Develop a multimodal site access analysis methodology and internal street evaluation requirements; and
- Develop multimodal criteria to review Comprehensive Plan Amendments and Planned Unit Developments.

6 Implement the Vision Zero Action Plan

Background

Vision Zero is a road safety policy that aims to eliminate all traffic fatalities and serious injuries, while increasing safe, healthy, equitable mobility for all. The Village of Palm Springs can benefit from a Vision Zero Policy as it will create a safe, healthy and equitable environment for all residents and visitors, and help to prevent traffic-related deaths and injuries. The policy focuses on the 3 Es: Engineering, Education, and Enforcement, which are crucial to improving road safety.

	# of Crashes	# of Injuries	# of Fatalities
Riviera Beach	4,999	1,243	34
Village of Palm Springs	18,101	2,949	37

Between 2014 and 2023, Riviera Beach has significantly fewer crashes and injuries compared to the Village of Palm Springs. Riviera Beach records a total of 4,999 crashes, about one-fourth of the 18,101 crashes in the Village of Palm Springs. Similarly, Riviera Beach has less than half the number of injuries and roughly the same number of fatalities as the Village of Palm Springs.

Guidance

The 3 Es for the Village of Palm Springs are:

- Engineering: This involves designing and building streets that prioritize the safety of all users, including pedestrians, bicyclists, and motorists. It includes actions such as traffic calming, shared-use paths, and pedestrian crossings.
- Education: This involves educating the public about road safety, through programs such as driver education, public awareness campaigns, and community events.
- Enforcement: This involves enforcing traffic laws to ensure that all road users are obeying the rules of the road. This can include increased police presence, automated speed cameras, and targeted enforcement efforts.

A Vision Zero Action Plan is a document that outlines the specific actions and strategies that a Village will undertake to achieve zero traffic fatalities and serious injuries. It includes a range of strategies across the 3 Es, and typically involves collaboration between multiple Village departments, community groups, and other stakeholders.

An example of a simple Vision Zero strategy is the "20 is Plenty" campaign, which aims to reduce speed limits to 20 mph in residential areas. This campaign has been shown to improve road safety and reduce fatalities and serious injuries. The Village could adopt the campaign by resolution.

7 Implement a Wayfinding Program

Background

It is recommended that the Village of Palm Springs implement a wayfinding program to enhance the efficiency of the transportation system, improve access, and facilitate placemaking. Complete Streets often use wayfinding and route signage as essential components of mobility planning elements beyond the construction of a continuous, interconnected network of multimodal improvements.

Wayfinding can be both physical and virtual tools that provide predictability and consistency in the way people find their points of interest around the Village. The approach to any project begins with understanding community needs and the environment; to help people become familiar with the surroundings, and provide guidance to destinations. Locations of significant landmarks, historic sites and architectural buildings are examples of destinations. At these locations, a simple sign or symbol is preferred, but it must be distinctive.

Image 21: Village of Palm Springs Wayfinding Standards

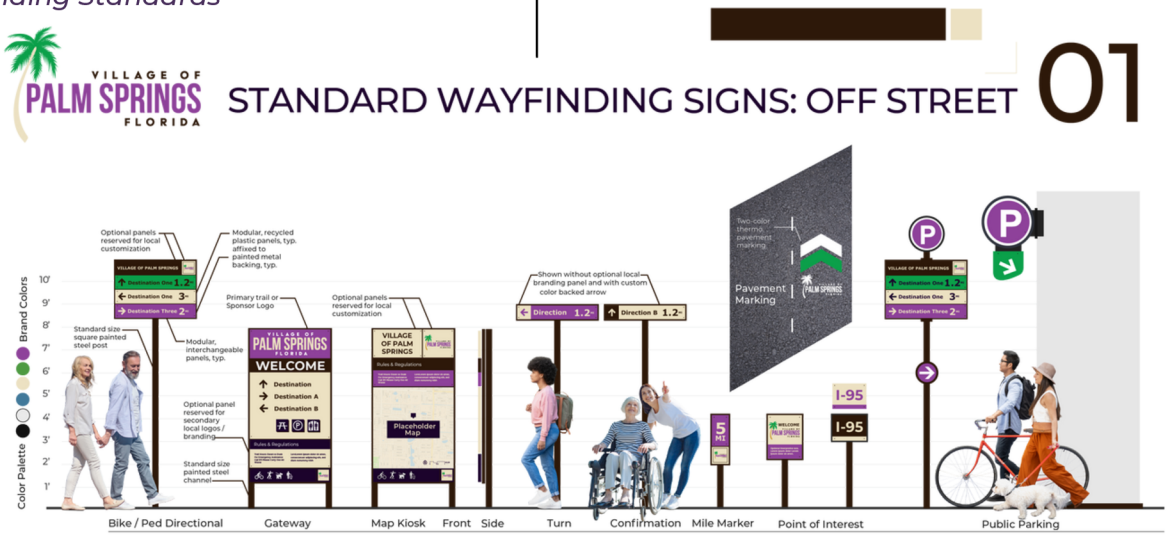
Guidance

The following criteria are priorities for phased implementation to develop a effective implementation schedule:

- Develop a funding strategy and project phasing.
- Determine program specifications.
- Develop a location plan.
- Visioning and public meeting to present preliminary recommendations.

The following best practices will assist the Village to provide seamless wayfinding that addresses all modes of transportation starting with pedestrians:

- Destinations can be conveyed with walking information deployed in stations and other digital tools utilizing and leveraging technology to quickly obtain information through modal integration.
- A strategic deployment of a single standard that is unique to the district allowing for content that is unique to the area through local distinctiveness.
- Design for all users by developing a plan that prioritizes safety, with accessibility as the focal point.



8 Implement a Pedestrian Level Lighting

Background

It is recommended that the Village of Palm Springs implement enhanced pedestrian-level lighting standards to improve safety, accessibility, and visibility for all users of public spaces, particularly during evening hours. The Village's commitment to creating well-lit pathways and public areas demonstrates its dedication to community safety and accessibility. Proper lighting is essential for creating secure walking environments, reducing trip hazards, and ensuring that all community members, including those with visual impairments, can navigate public spaces safely.

For the Village, implementing comprehensive lighting standards will enhance the overall quality of public spaces, support crime prevention through environmental design ("CPTED") principles, and improve the visibility of pathway obstacles and elevation changes. The lighting implementation should focus on walkways, crosswalks, public gathering spaces, and areas with high pedestrian activity. Standardized lighting specifications will ensure consistent illumination levels throughout the Village while considering energy efficiency and dark sky compliance.

Guidance

Enhanced pedestrian lighting is important for creating safe, accessible pathways throughout the Village. Implementation should follow specific technical standards while considering both safety and aesthetic impacts.

Key Implementation Elements:

- Light Level Requirements - Maintain minimum 1.0 footcandle along pedestrian walkways and 2.0 footcandles at crosswalks and intersections, with a maximum uniformity ratio of 4:1
- Fixture Specifications - Install energy-efficient LED luminaires mounted at 12-14 feet height for pathways and 16 feet maximum for parking areas, using full cut-off fixtures to minimize light pollution
- Color Temperature - Utilize warm white LED lights (3000K-4000K) to provide natural color rendering while maintaining visual comfort
- Control Systems - Implement photoelectric controls for automatic dusk-to-dawn operation, with the capability to adjust lighting levels during low-activity periods
- Priority Areas - Focus initial implementation on high-traffic pedestrian zones, transit stops, parks, buildings, and areas identified in the ADA assessment as needing improved visibility
- Maintenance Schedule - Establish regular inspection and maintenance protocols, including quarterly checks for proper operation and annual cleaning of fixtures
- Energy Efficiency - Select fixtures meeting or exceeding Energy Star certification requirements, with a minimum efficiency of 100 lumens per watt
- Dark Sky Compliance - Ensure all new fixtures meet International Dark Sky Association (IDA) standards for reducing light pollution and sky glow

9 On-Demand Microtransit Pilot

Background

On-demand microtransit is a flexible transportation service that uses small, low-speed vehicles such as golf carts to transport people on short trips within a defined service area. The service is typically summoned through a smartphone app, allowing riders to schedule a pick-up and drop-off location and time.

For the Village of Palm Springs, a microtransit service using low-speed vehicles could help provide transportation options for people who may not have access to a personal vehicle or find it hard to walk long distances. This could make transportation more affordable and convenient for residents and visitors, reducing the need for personal vehicles and parking. Using microtransit would also give the Village more control over its transit service, instead of relying solely on the regional PalmTran bus system. A microtransit service would be useful for short, local trips that are around 3 miles or less. These trips make up around half of all daily trips.

During major events in the Village of Palm Springs, on-demand microtransit could help offset parking demand by providing a convenient transportation option for attendees. The service could transport attendees from designated parking areas to the event location, reducing the need for large parking lots and easing traffic congestion in the downtown area.

Guidance

To initiate the on-demand microtransit, the Village should consider the following:

- Conduct a feasibility study: Conduct a feasibility study to determine the need for on-demand microtransit services and the areas that require such services. The study would also help in identifying potential partners and service providers.
- Develop a plan: Develop a plan that outlines the goals, objectives, and strategies for implementing on-demand microtransit services. The plan should also outline the roles and responsibilities of various stakeholders.
- Identify partners: Identify potential partners, such as microtransit service providers, private developers, and event organizers. Establishing partnerships with local businesses and event organizers would help offset the demand for parking during events.
- Develop a pilot program: The pilot program would help determine the level of demand and help identify any issues that need to be addressed.
- Obtain permits: Low-speed vehicles typically cannot operate on arterial roads with posted speed of 35 MPH or higher. The Village would need to obtain permits from relevant authorities, such as the Florida Department of Transportation (FDOT) and Palm Beach County, for the use of low-speed vehicles on State or County roads.
- Publicize the program: Publicize the on-demand microtransit program through various channels, such as social media, local news outlets, and community events.

10 Initiate a Village Beautification Program (Streetscape, Street Trees and Landscape Enhancement Plan)

Background

It is recommended that the Village of Palm Springs establish a comprehensive Beautification Program encompassing streetscape, street trees, landscape enhancement, and canal bank improvements. This initiative would transform both traditional streetscapes and the Village's extensive canal system into attractive, functional spaces that enhance the community's character. Through collaboration with the Lake Worth Drainage District ("LWDD"), the Village can extend beautification efforts to canal banks, creating linear parks and enhanced green corridors while maintaining necessary drainage functions. Streetscape and tree canopy improvements, combined with canal bank enhancements, are crucial for creating safe, comfortable, and attractive environments for multimodal travel while improving overall urban quality. The program would begin with a thorough inventory of existing landscape assets, including canal banks, to identify appropriate types of canopy and understory trees, establish landscape treatments, and develop prioritization criteria. The focus would be on core objectives including enhancing existing vegetation, implementing proposed streetscape projects, and adding canopy trees where Complete Streets and multimodal improvements are recommended. Success requires dedicated staff for program initiation and maintenance, as well as strong coordination with LWDD for canal bank improvements.

Guidance

A comprehensive beautification strategy requires careful planning, sustainable funding, and clear implementation guidelines for both traditional streetscapes and canal bank enhancements.

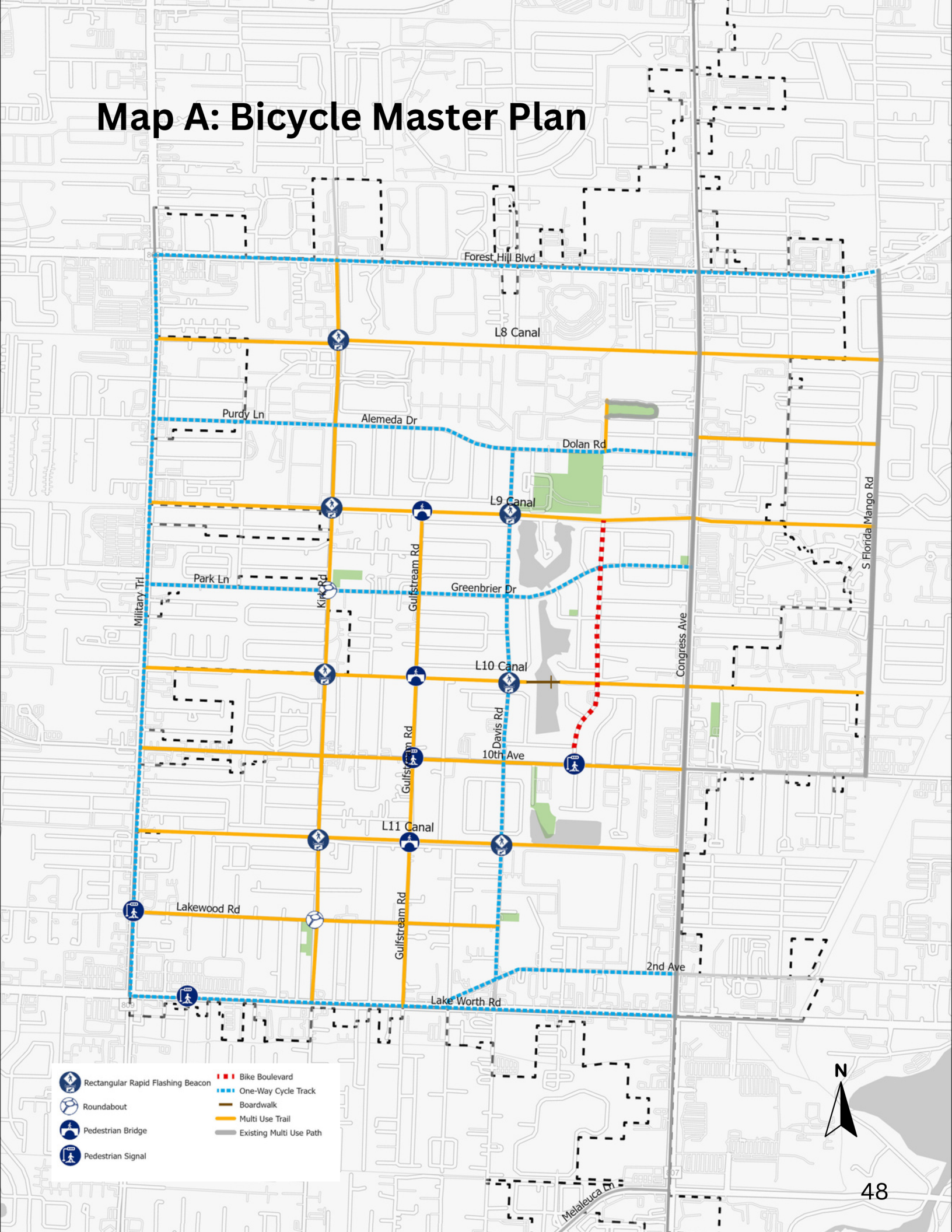
Key Implementation Elements:

- Funding Mechanism - Dedicate 1% of developer fees to the Village's Beautification program, potentially supplemented by grants and public-private partnerships, with specific allocations for canal bank projects
- LWDD Partnership Framework - Develop formal agreements with LWDD outlining responsibilities, maintenance protocols, and design standards for canal bank improvements while ensuring drainage function preservation
- Native Species Selection - Consult with arborists and LWDD to create an approved list of Florida native trees and plants suitable for both streetscapes and canal banks, emphasizing species that enhance water quality and bank stability
- Implementation Process - Integrate beautification projects into existing street maintenance programs while coordinating with LWDD's maintenance schedule for canal work
- Technical Standards - Establish specific design guidelines for both streetscape and canal bank improvements, including setback requirements, plant spacing, and maintenance access
- Maintenance Protocol - Define clear responsibilities for ongoing maintenance, with the Village, LWDD, and property owners each having specific roles in upkeep and monitoring

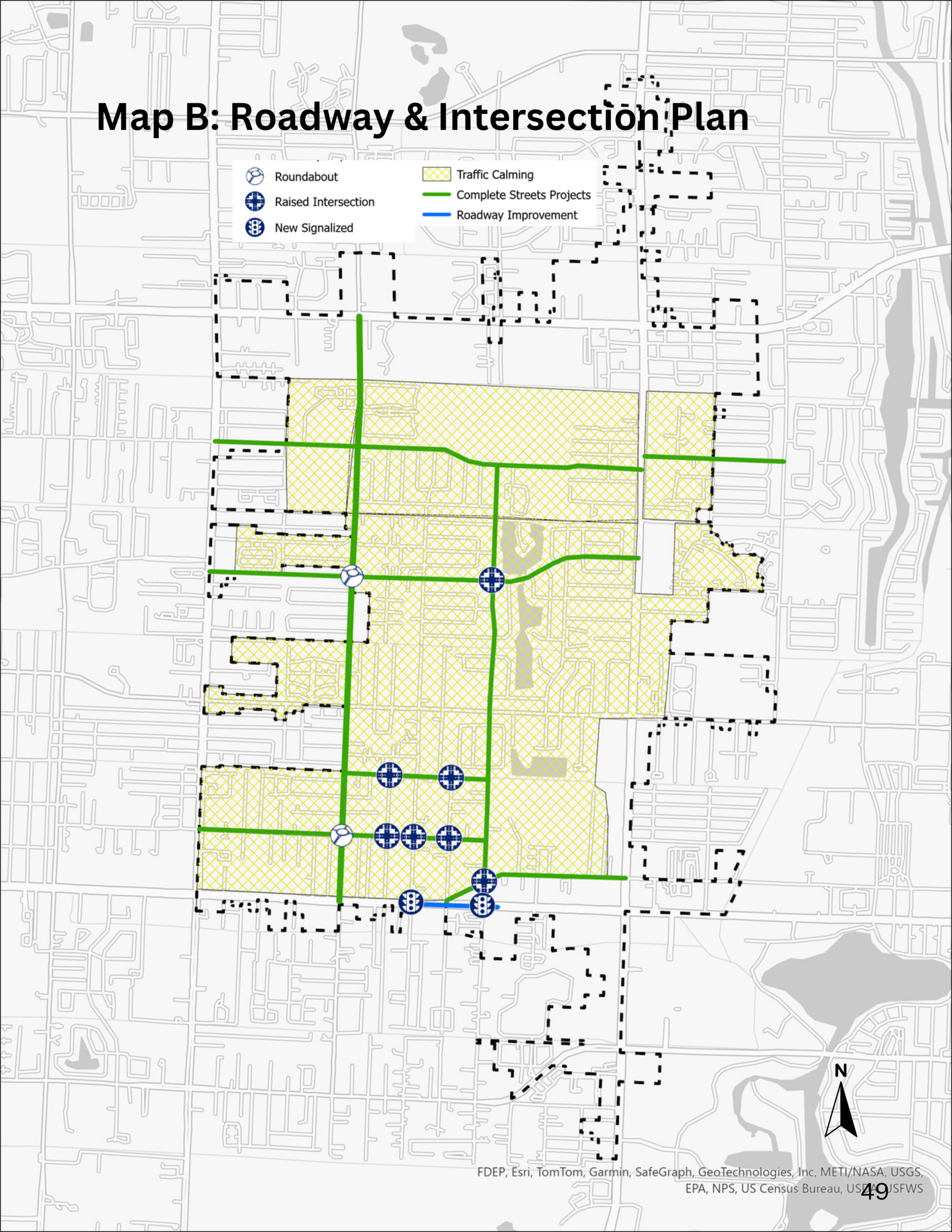
MAPS

Complete Streets

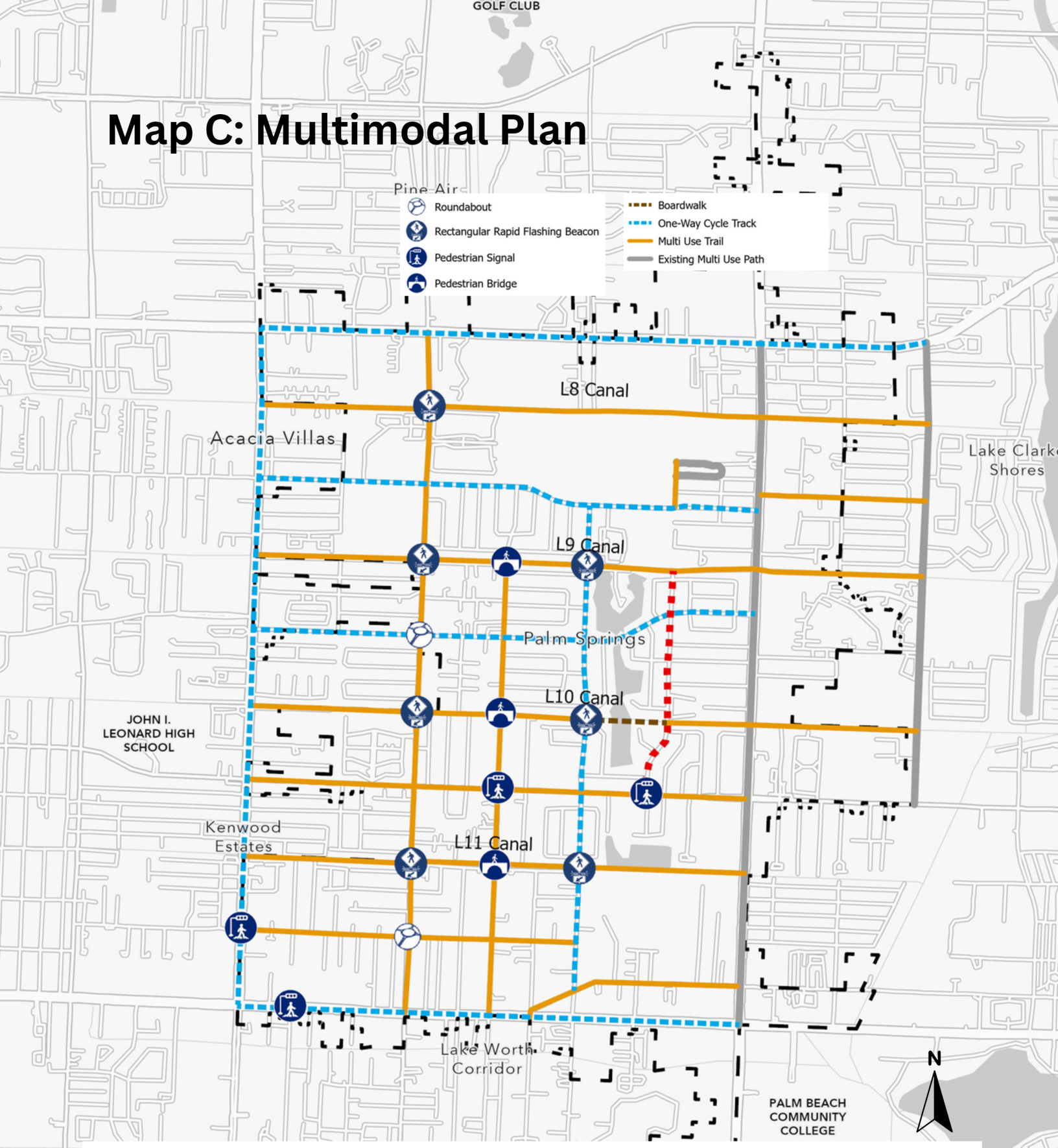
Map A: Bicycle Master Plan



Map B: Roadway & Intersection Plan



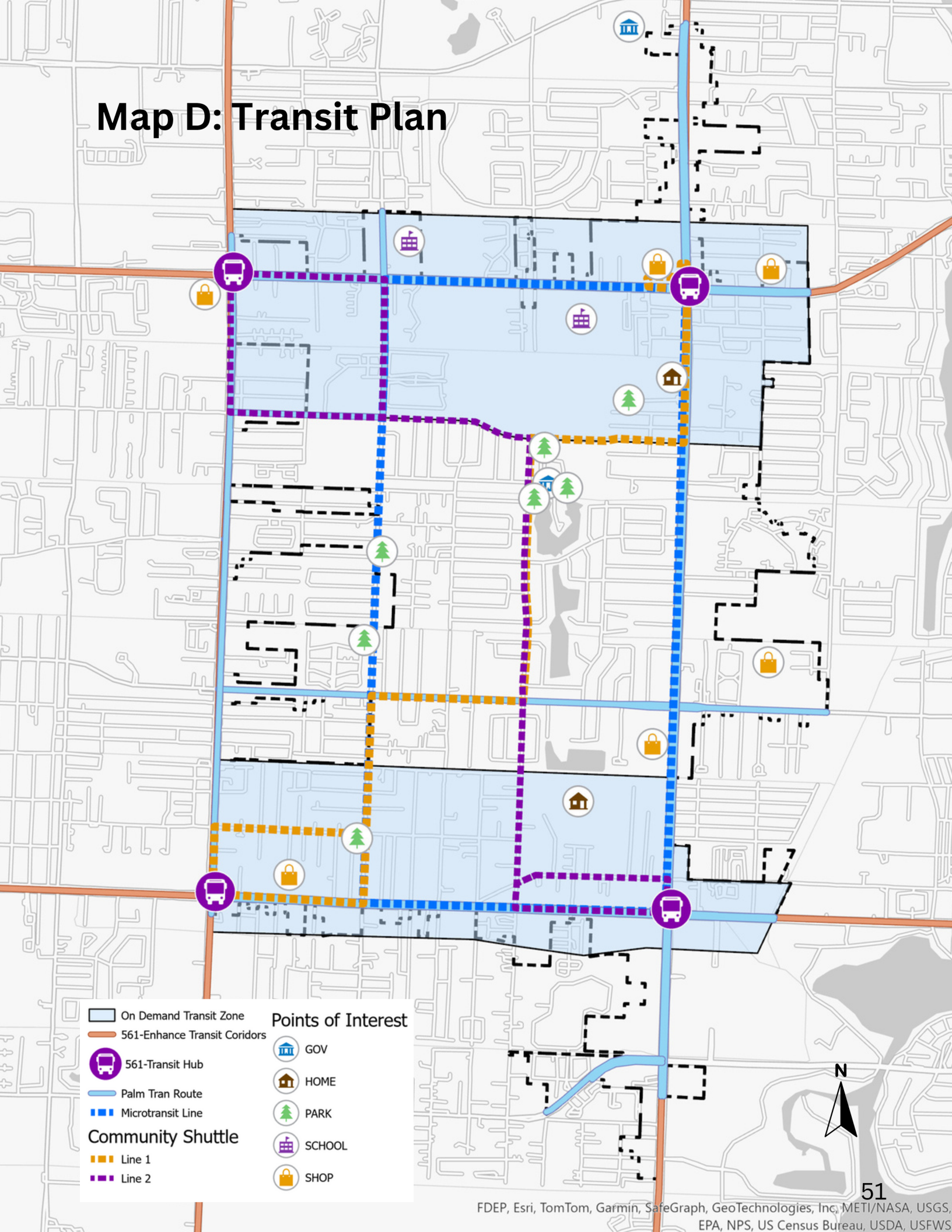
Map C: Multimodal Plan



To illustrate a complete picture of connectivity within the future multimodal transportation system, Map B maps projects in the Mobility Plan with projects recommended in the Village of Palm Springs Multimodal Map

FDEP, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

Map D: Transit Plan



APPENDIX A

Roadway & Intersections

Mobility Plan Table of Projects / Roadway & Intersection Plan

Project ID	Facility Name	From	To	Length (Miles)	Project Type
1	2nd Ave and Davis Rd, Lakewood Rd and Corrigan Ct, Lakewood Rd and Gulfstream Rd, Lakewood Rd and Coconut Rd, Canal Rd and Coconut Rd, Canal Rd and Corrigan Ct, Greenbrier Dr and Davis Rd.	2nd Avenue	Davis Road	7 EA	Raised Intersection
2	Kirk Rd and Park Ln Roundabout	Kirk Road	Park Lane	EA	Roundabout
3	Kirk Rd and Lakewood Rd Roundabout	Kirk Road	Lakewood Road	EA	Roundabout
4	Lake Worth Rd Improvements from Gulfstream to the Lake Worth Swapshop Drive In	Gulfstream Road	Lake Worth Road	0.31	Intersection Improvement
5	2nd Ave N Complete Streets	S. Congress Avenue	Lake Worth Road	0.66	Complete Streets Project
6	Davis Rd Complete Streets	2nd Avenue	Alameda Drive	1.73	Complete Streets Project
7	Greenbrier Dr/Park Lane	S. Congress Avenue	Military Trail	1.52	Complete Streets Project
8	Purdy Road, Dolan Rd and Alameda Dr Complete Streets	S. Congress Avenue	Military Trail	1.53	Complete Streets Project
9	Meadow Rd Complete Streets	Meadow Road	Forest Hill Boulevard	0.77	Complete Streets Project
10	Lakewood Road Complete Streets	Davis Road	Military Trail	1.01	Complete Streets Project
11	Military Trail Lighting Improvements	Lake Worth Road	Forest Hill Boulevard	2.28	Lighting
12	Forest Hill Lighting Improvements	Florida Mango Road	Military Trail	2.01	Lighting
13	Villagewide Lighting Improvements	Village Wide	Village Wide	Various Locations	Lighting

APPENDIX B

Multimodal



Mobility Plan Table of Projects / Multimodal Plan

Project ID	Facility Name	From	To	Length (Miles)	Project Type
1	Pedestrian Bridge Connection along Gulfstream Rd. over the L-9, L-10 and L11 Canal	Gulfstream Road	Gulfstream Road	3 EA	Pedestrian Bridge
2	Crosswalk RRFB Various Locations (Kirk Rd L-8 Canal, Kirk Rd L-9 Canal, Davis Rd L-9 Canal, Kirk Rd L-10 Canal, Davis Rd L-10 Canal, Kirk Rd L-11 Canal, Davis Rd L-11 Canal)	Village Wide	Village Wide	7 EA	Rectangular Rapid Flashing Beacon
4	Kirk Road Multi-use Path	Lake Worth Road	Forest Hill Boulevard	2.29	Multi Use Trail
5	Canal L-8 Multi-use Path	Lake Worth Road	Forest Hill Boulevard	1.99	Multi Use Trail
6	Canal L-9 Multi-use Path	Lake Worth Road	Forest Hill Boulevard	1.89	Multi Use Trail
7	Canal L-10 Multi-use Path	Lake Worth Road	Forest Hill Boulevard	1.42	Multi Use Trail and Boardwalk
8	Canal L-11 Multi-use Path	Lake Worth Road	Forest Hill Boulevard	2.03	Multi Use Trail
9	Sidewalk Gap Various Locations	Village Wide	Village Wide	27.03	Sidewalk
10	Traffic Calming Villagewide	Village Wide	Village Wide	Various Locations	Traffic Calming
11	Lake Worth Ave. Lane Repurposing	S. Congress Avenue	Military Trail	1.51	Lane Repurposing
12	10th Ave. Multi-use Path	S. Congress Avenue	Military Trail	1.51	Multi-Use Trail
13	Military Trail Lane Repurposing	Lake Worth Road	Forest Hill Boulevard	2.28	Lane Repurposing
14	Forest Hill Lane Repurposing	Florida Mango Road	Military Trail	2.01	Lane Repurposing

APPENDIX C

Mobility Plan Programs

Mobility Plan Table of Projects / Mobility Plan Programs

Project ID	Project Name	Timeframe	Project Type
1	Complete Streets Policy	Short-Term (1-3 Years)	Village Wide
2	ADA Transition Plan	Short-Term (1-3 Years)	Village Wide
4	Safe Routes to School and Park Program	Mid-Term (3-5 Years)	Village Wide
5	Microtransit Community Shuttle Ordinance	Mid-Term (3-5 Years)	Village Wide
6	Microtransit Community Shuttle Program	Mid to Long-Term (10+Years)	Village Wide
7	Vision Zero Action Plan Update	Short to Long-Term (Up to 20 Years)	Village Wide
8	Residential Traffic Calming Ordinance	Short-Term (1-3 Years)	Village Wide
9	Residential Traffic Calming Program	Short to Long-Term (Up to 20 Years)	Village Wide
10	Wayfinding Program	Short-Term (1-3 Years)	Village Wide
11	Pedestrian Lighting Upgrade Program	Mid to Long-Term (10+Years)	Village Wide

2000 PGA Blvd, Suite 4440
Palm Beach Gardens, FL 33408
Phone: 833-NUC-8484
Email: nueurbanconcepts@gmail.com
www.nueurbanconcepts.com

250 Royal Ct.
Delray Beach, FL 33444
Phone: 813-380-6574
Email: uyen@ddec.com
www.ddec.com



VILLAGE OF PALM SPRINGS

MOBILITY FEE
TECHNICAL REPORT

JUNE 2025



MOBILITY COHORT

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futureplan

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THE REPUBLIC of DESIGN INC.

VILLAGE OF PALM SPRINGS
MOBILITY FEE
TECHNICAL REPORT

JUNE 2025

Produced for: Village of Palm Springs

Produced by: Jonathan B. Paul, AICP
Principal, NUE Urban Concepts, LLC
2000 PGA Blvd
Suite 4440
Palm Beach Gardens, FL 33408
833-NUC-8484
jbpaul@nueurbanconcepts.com
www.nueurbanconcepts.com

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LAND USE • MOBILITY • PARKING • FEES

NUE URBAN CONCEPTS, LLC
2000 PGA Blvd, Suite 4440
Palm Beach Gardens, FL 33408
833-NUC-8484
nueurbanconcepts@gmail.com

June 4th, 2025

Kimberly Glas-Castro, AICP, FRA-RA, LEED AP
Assistant Village Manager
Village of Palm Springs
226 Cypress Lane
Palm Springs, FL 33461

Re: Village of Palm Springs Mobility Fee Technical Report

Dear Kim:

Enclosed is the Village of Palm Springs Mobility Fee Technical Report dated June 2025. The Village Mobility Fees are based on mobility projects identified in the 2045 Village of Palm Springs Mobility Plan. The mobility projects included in the Mobility Plan are intended to meet future travel demand needs within the Village of Palm Springs. This Technical Report has been prepared for consideration by the Village Council as it reviews the implementing Mobility Fee Ordinance.

The development of a Village Mobility Fee is the first step in a multi-step process to replace transportation concurrency and road impact fees implemented by Palm Beach County with an alternative transportation system based on a mobility plan and mobility fee as provided for in Florida Statute Section 163.3180. The recently adopted House Bill 479 amendment to Florida Statute Section 163.3180 reinforced the ability of the Village, and municipalities throughout the State of Florida, to adopt an alternative transportation system to replace transportation concurrency and to adopt a mobility fee system as the only fee to mitigate transportation capacity impacts to be collected within the Village.

The Village should also proceed with adoption of the Comprehensive Plan Amendment transmitted to the State that ensures consistency with Florida Statutes and integrates the Mobility Plan and Mobility Fee into the Comprehensive Plan. Upon adoption of the Mobility Fee, the Village will also need to make best efforts to negotiate an interlocal agreement with Palm Beach County to address funding impacts on County Roads within the Village consistent with the guidance provided in House Bill 479 and the Village Mobility Plan.

The Village Mobility Fee, documented in the enclosed Technical Report, is consistent with legal and statutory requirements and meets the dual rational nexus test and the rough proportionality test, consistent with Florida Statute Sections 163.3164, 163.3180, 163.31801, and Florida Statute Chapter 380. The NUE Urban Concepts team looks forward to continuing to work with Village staff on finalize the Village's Mobility Plan and Mobility Fee, consistent with direction provided by the Village Council.

Sincerely,

Jonathan B. Paul

Jonathan B. Paul, AICP
Principal

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EXECUTIVE SUMMARY

In 1985, the Florida Legislature passed the Growth Management Act that required all local governments in Florida to adopt Comprehensive Plans to guide future development and mandated that adequate public facilities be provided "concurrent" with the impacts of new development. Transportation concurrency became the measure used by local governments to ensure that adequate public facilities, in the form of road capacity, was available to meet the transportation demands from new development.

By 1993, the Florida Legislature recognized that an unintended consequence of transportation concurrency is that it discouraged development in urban areas where road capacity was constrained and pushed development to suburban and rural areas where road capacity was either available or was cheaper to construct. In 2007, the Legislature introduced the concept of mobility plans and mobility fees as an alternative to transportation concurrency, proportionate share, and road impact fees. Mobility fees are a way for new development to mitigate its impact (i.e., traffic) through a streamlined and transparent one-time payment to local governments.

In 2011, the Legislature eliminated state mandated transportation concurrency and made it optional for any local government. In 2013, the Legislature encouraged local governments to adopt alternative mobility funding systems, such as a mobility fee, based on a plan of improvements. In 2019, the Legislature required mobility fees follow the same statutory process as impact fees. **In 2024, the Legislature, through HB 479, defined mobility fees and mobility plans and reaffirmed that any local government can adopt an alternative transportation system (fka alternative mobility funding systems), such as a mobility fee based on a mobility plan.**

The Palm Springs Mobility Fee has been developed to fund mobility projects identified in the Mobility Plan. The Mobility Fee will: (1) establish a new Mobility Fee collected by the Village; (2) replace the existing County Road Impact Fees assessed within the Village; and (3) be the only fee to mitigate transportation impacts collected within the Village.

The Mobility Fee system features a single Assessment Area where mobility fees are equally assessed on new development within the Village based on the type of land use. The Mobility Fee features a single Benefit District to ensure Mobility Fees paid to the Village are spent on mobility projects identified in the Mobility Plan that provide a mobility benefit to the new development that paid the Mobility Fee. **The Mobility Fee Technical Report, dated June 2025, documents the data and methodology used to develop a mobility fee, to mitigate the impact of new development based on the 2045 Mobility Plan, that meets legally established dual rational nexus and rough proportionality tests, and is consistent with the requirements of Florida Statute Sections 163.3180, 163.31801, and Florida Statute Chapter 380.**

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VILLAGE OF PALM SPRINGS MOBILITY FEE		
LAND USE CATEGORIES (DARK GREY), USE CLASSIFICATIONS, & REPRESENTATIVE USES (IN PARENTHESES)	UNIT OF MEASURE (UOM)	2025 MOBILITY FEE
Residential Uses		
Residential Dwelling (attached, detached, duplex, group, row, multiple-family, single-family)	per 1,000 Sq. Ft.	$3,659
Institutional Uses		
Community Serving (Center, Club, Clubhouse, Lodge, Museum, Performance Venues, Place of Assembly or Worship)	per 1,000 Sq. Ft.	$2,598
Long Term Care (Adult Day Care, Assisted Living, Continuum of Care Facility, Group Care, Nursing Home)	per 1,000 Sq. Ft.	$2,863
Private Education (Afterschool, Child Care or Day Care, K-12, Pre-K, Trade School, Tutor)	per 1,000 Sq. Ft.	$3,771
Commercial Recreation Facility Uses		
Outdoor Recreation (Courts, Fields, Fitness, Golf, Multi-Purpose, Sports)	per Acre	$18,992
Indoor Recreation (Fitness, Gym, Health, Indoor Amusement, Entertainment or Sports, Kids Activities or Fitness)	per 1,000 Sq. Ft.	$13,770
Industrial Uses		
Industrial (Heavy, Flex-Unit, Light, Micro-brewery, Self or Outdoor Storage, Utilities)	per 1,000 Sq. Ft.	$1,986
Office Uses		
Business (Business, Profession and Occupation, Business or Professional Service, Higher Education, Hospital)	per 1,000 Sq. Ft.	$4,362
Medical or Dental (Clinic, Dental, Health Service, Laboratory, Emergency Care, Rehab, Veterinary)	per 1,000 Sq. Ft.	$9,960
Retail Sales and Service Uses		
Retail (Discount, Large Scale, Nursery, Personal Services, Sales & Services, Superstore, Variety, Vehicle Sales)	per 1,000 Sq. Ft.	$7,533
High Impact Retail (Drinking Establishment, Financial Service, Full Service Restaurant, Grocery, Package Liquor, Pharmacy)	per 1,000 Sq. Ft.	$13,666
Convenience Retail (Convenience Store, Gas or Service Station)	per 1,000 Sq. Ft.	$43,449
Quick Service Restaurant (Carry Out, Delivery Oriented, Drive-In, Fast Casual, Fast Food)	per 1,000 Sq. Ft.	$40,773
Non-Residential Additive Uses (All uses are additive except mobile residence and overnight lodging)		
Automotive Repair Establishment (Major or Minor Repair, Tires)	per Bay or Stall	$6,378
Commercial Use Drive-Thru (Convenience, Dry Cleaner, High Impact Retail, Retail)	per Lane	$16,099
Financial Service Drive-Thru Lane or Free-Standing ATM (Banks, Credit Unions, Other Financial)	per Lane / ATM	$19,658
Overnight Lodging (B&B, Hotel, Motel, Short Term Vacation Rental)	per Room	$3,040
Quick Service Restaurant Drive Thru	per Lane	$43,774
Mobile Residence (Mobile Home (MH), Recreational Vehicle (RV), Travel Trailer (TT), MH, RV, and / or TT Park)	per Space / Lot	$2,037
Vehicle Charging or Fueling (Commercial Facility which requires Membership or Payment)	per Charging or Fueling Position	$9,736
Vehicle Cleaning (Automated, Carwash, Detailing, Self-Service, Wash, Wax)	per Lane or Stall plus per five (5) Stations	$15,351
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VILLAGE OF PALM SPRINGS
MOBILITY FEE
TECHNICAL REPORT

JUNE 2025

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

INTRODUCTION

The Village of Palm Springs intends for the Mobility Fee to provide an alternative transportation system to replace transportation concurrency for all new development within the Village that has land uses entitlements consistent with the currently adopted Comprehensive Plan. The Village's Mobility Fee is based on a Mobility Plan that establishes **mobility projects "needed"** to meet growth in travel demand and enhance the Village's transportation system by providing residents, employees, businesses, students, and visitors with safe and convenient mobility options to travel within the Village and surrounding areas.

Mobility Projects consist of **improvements, programs, and services such as sidewalks, multi-use paths and trails, cycle tracks, traffic calming, pedestrian safety, intersection improvements, raised intersections, roundabouts, multimodal crossings, pedestrian bridges, wider roads, transit circulators, wayfinding, and Safe Routes to School.**

Mobility Fees are not: ***(1) a reoccurring tax; (2) assessed to existing residential or non-residential property; or (3) deposited into general revenue funds of the Village.***

Mobility Fees are: ***(1) a streamlined one-time assessment on new development within the Mobility Fee Assessment Area; (2) intended to offset the travel demand impact of new development; and (3) deposited into special revenue fund for mobility fees to be expended within the Mobility Fee Benefit District.***

New Development is defined as ***"new residential and non-residential construction, any new land development or site preparation activity, any new construction of buildings or structures, any modification, reconstruction, redevelopment, or upgrade of buildings or structures, any change of use of a building, land, or structure, and any special exception approval, variance, or special use permit that results in an increase in an impact to the transportation system."***

Impact is defined as ***"any new development that results in an increase in person travel demand above the demand generated by the existing use of property, including submerged lands."***

The Mobility Fee system features a single **Assessment Area** that includes all property located within the Village and any adjacent areas that are annexed into the Village **(Map A).** The assessment area defines where new development is assessed a mobility fee. The mobility fee system has been developed to assess a uniform mobility fee rate per land use established on the mobility fee schedule. Mobility fees are assessed at the time of development permit application and are paid at the time a development permit is issued by the Village.

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The Mobility Fee system features a single **Benefit District** that covers the entire Village, along with adjacent areas outside Village limits **(Map B).** The Benefit District extends beyond current Village limits as people walking, bicycling, riding transit, and driving vehicles do not stop at Village limits. There may be instances where it makes sense to extend a mobility project beyond Village limits or contribute to a mobility project outside Village limits to enhance access to the extent there is a mobility benefit provided to new development. The Benefit District also enables the Village to address extra jurisdictional impacts as required by Florida Statute.

When mobility fees are paid by new development, they are deposited into a special revenue fund established by the Village. Mobility fees are legally and statutorily required to be spent on mobility projects identified in the Mobility Plan to provide a mobility **"benefit"** to new development that paid the mobility fee. The Village Council determines how mobility fee revenues are allocated and expended on mobility projects through annual updates to the Capital Improvements Program (CIP).

Once adopted, the Mobility Fee will be the only transportation mitigation fee collected from new development in the Village consistent with Florida Statute. The Village is currently (2025) amending its Comprehensive Plan to integrate the Mobility Plan and Mobility Fee and ensure that the Comprehensive Plan is consistent with requirements of Florida Statute Sections 163.3164, 163.3177, 163.3180, and 163.31801. After adoption of the Mobility Fee, the Village will make best efforts to begin negotiating an interlocal agreement with Palm Beach County to address transportation mitigation consistent with H.B. 479. Those negotiations will be based on the adopted Village of Palm Springs 2045 Mobility Plan.

The Mobility Fee is based on mobility projects established in the **2045 Mobility Plan** that are **"needed"** over the next 20 years to meet projected growth in travel demand. The **Mobility Fee Technical Report** has been developed to document the data and methodology to develop an alternative transportation system to replace transportation concurrency, consistent with Florida Statute Section 163.3180. The Mobility Fee Technical Report has been developed consistent with the **"needs"** and **"benefits"** requirements of the **"dual rational nexus test"** and the calculated mobility fee is **"roughly proportionate"** to the impacts of new development as required by Florida Statute Section 163.3180 and 163.31801.

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LEGISLATIVE BACKGROUND

The State of Florida passed the Growth Management Act of 1985 that required all local governments in Florida adopt Comprehensive Plans to guide future development. The Act mandated that adequate public facilities must be provided "concurrent" with the impacts of new development. State mandated "concurrency" was adopted to ensure the health, safety, and general welfare of the public by ensuring that adequate public facilities would be in place to accommodate the demand for public facilities created by new development.

Transportation concurrency became the measure used by the Florida Department of Community Affairs (DCA), Florida Department of Transportation (FDOT), Regional Planning Councils (RPCs), and local governments to ensure that adequate public facilities, in the form of road capacity, was available to meet the transportation demands from new development. To meet the travel demand impacts of new development and be deemed "concurrent", transportation concurrency was primarily addressed by constructing new roads and widening existing roads.

Traditional transportation concurrency allowed governmental entities to deny development where road capacity was not available to meet the travel demands from new development. Transportation concurrency also allowed governmental entities to require that developments be timed or phased concurrent with the addition of new road capacity. In addition, transportation concurrency also allowed governmental entities to require new development to improve (widen) roads that were already overcapacity (aka "deficient" or "backlogged').

In urban areas throughout Florida, traditional transportation concurrency had the unintended consequence of limiting and stopping growth in urban areas. This occurred because roads were often over capacity based on traffic already on the roads or the combination of that traffic and trips from approved developments. Further, the ability to add road capacity in urban areas was more limited as right-of-way was often constrained by existing development and utilities, physical barriers, and environmental protections.

Stopping development in urban areas encouraged suburban sprawl by forcing new development to suburban and rural areas where road capacity was either readily available or cheaper to construct. In the late 90's, as the unintended impact of transportation concurrency became more apparent, the Legislature adopted Statutes to provide urban areas with alternatives to address the impact of new development through Transportation Concurrency Exception Areas (TCEA) and Transportation Concurrency Management Areas (TCMA).

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The intent of TCEAs and TCMAs was to allow local governments alternative solutions to provide mobility within urban areas by means other than providing road capacity and to allow infill and redevelopment in urban areas. In the mid 2000's, Florida experienced phenomenal growth that strained the ability of local governments to provide the necessary infrastructure to accommodate that growth. Many communities across the State started to deny new developments, substantially raise impact fees, and require significant transportation capacity improvements.

In 2005, the Legislature enacted several laws that weakened the ability of local governments to implement transportation concurrency by allowing new development to make proportionate share payments to mitigate its travel demand. The Legislature also introduced Multi-Modal Transportation Districts (MMTD) for areas that did qualify for TCEAs or TCMAs.

In 2007, the Florida Legislature introduced the concept of mobility plans and mobility fees to allow development to equitably mitigate its impact and placed additional restrictions on the ability of local governments to charge new development for over capacity roadways. The Legislature directed the Florida Department of Community Affairs (DCA) and the Florida Department of Transportation (FDOT) to evaluate mobility plans and fees and report the findings to the Legislature in 2009.

In 2009, the Legislature designated Dense Urban Land Areas (DULA), which are communities with a population greater than 1,000 persons per square mile, as TCEA's. The Legislature accepted the findings of the DCA and FDOT analysis for mobility plans and mobility fees but did not take any formal action as the State was in the great recession. The Legislature also placed further restrictions on local government's ability to implement transportation concurrency, by adding direction on how to calculate proportionate share and how overcapacity roads are addressed.

In 2011, the Florida Legislature through House Bill (HB) 7207 adopted the "Community Planning Act" which implemented the most substantial changes to Florida's growth management laws since the 1985 "Local Government Comprehensive Planning and Land Development Regulation Act," which had guided comprehensive planning in Florida for decades.

The 2011 legislative session eliminated State mandated concurrency, made concurrency optional for local governments, and eliminated the Florida Department of Community Affairs (DCA) and replaced it with the Florida Department of Economic Opportunity (DEO). The Act essentially removed the DEO, Florida Department of Transportation (FDOT), and Regional Planning Councils (RPC) from the transportation concurrency review process.

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Although local governments are still required to adopt and implement a comprehensive plan, the requirements changed significantly and shifted more discretion to local governments to plan for mobility within their community and enacted further restrictions on the implementation of transportation concurrency, proportionate share, and backlogged roads.

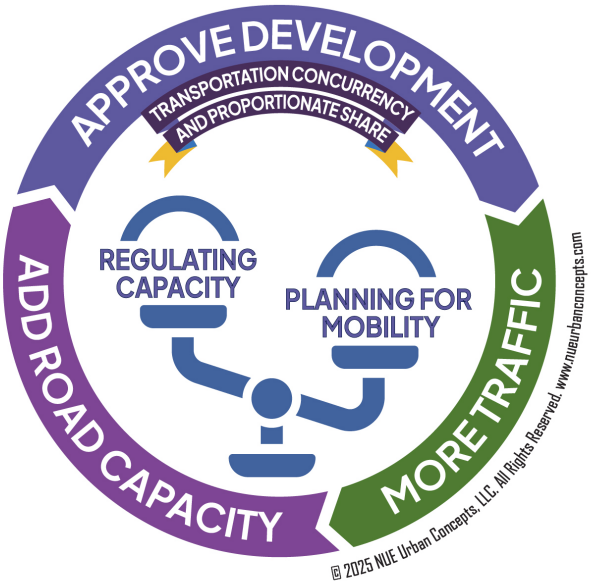
The Florida Legislature did not include any provisions in House Bill 7207 exempting local governments existing transportation concurrency system, when it elected to abolish statewide transportation concurrency, made transportation concurrency optional for local governments, and enacted further restrictions on the implementation of transportation concurrency.

House Bill 319, passed by the Florida Legislature in 2013, amended the Community Planning Act and brought about more changes in how local governments could implement transportation concurrency and further recognized the ability of local governments to adopt an alternative mobility funding system, such as mobility fees based on a plan of improvements, to allow development, consistent with an adopted Comprehensive Plan, to equitably mitigate its travel demand impact.

Prior to the passage of the Florida Community Planning Act by the Legislature on June 2, 2011, transportation concurrency was mandatory for local governments statewide, except those with approved TCEAs or MMTDs. After adoption of the Community Planning Act, transportation concurrency became optional for any local government. The Legislature encouraged local governments to adopt alternative mobility funding systems and specifically referenced mobility fees, based on a plan for mobility improvements.

The Community Planning Act enabled local governments to break the transportation concurrency cycle by transitioning away from regulating road capacity and toward planning for mobility **(**Figure 1**)**. Florida Commerce, which replaced the Department of Economic Opportunity (DEO), which replaced the Department of Community Affairs (DCA), provides direction to local governments related to elimination of transportation concurrency and adoption of a mobility fee-based plan, in accordance with Florida Statute 163.3180 **(**Appendix A**)**.

Figure 1: Concurrency Cycle



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In 2019, the Florida Legislature, through House Bill 7103, amended the Community Planning Act and required mobility fees to be governed by the same procedures as impact fees. This amendment further confirmed that mobility fees are an equivalent form of mitigation to impact fees that allow development activity to mitigate its impact to the transportation system consistent with the needs identified in the local governments adopted mobility plan per Florida Statute Section 163.3180(5)(i).

In 2024, the Florida Legislature, through House Bill 479, amended the Community Planning Act to reaffirm that any local government can repeal transportation concurrency. The legislature replaced the term **"alternative mobility funding systems"** with **"alternative transportation systems"** in recognition that there are local governments in Florida with alternative systems that where not explicitly required to follow the processes and procedures required under Florida Statute Section 163.31801. The following is the amended version of Florida Statute Section 163.3180(5)(i) related to an alternative transportation system **(Appendix B).**

"(i) ***If a local government elects to repeal transportation concurrency, the local government may adopt an alternative transportation system that is mobility-plan and fee-based*** *or an alternative transportation system that is not mobility-plan and fee-based. The local government may not use an alternative transportation system to deny, time, or phase an application for site plan approval, plat approval, final subdivision approval, building permits, or the functional equivalent of such approvals provided that the developer agrees to pay for the development's identified transportation impacts via the funding mechanism implemented by the local government.* ***The revenue from the funding mechanism used in the alternative transportation system must be used to implement the needs of the local government's plan which serves as the basis for the fee imposed.*** *An alternative transportation system must comply with s. 163.31801 governing impact fees. An alternative transportation system may not impose upon new development any responsibility for funding an existing transportation deficiency as defined in paragraph (h)."****(emphasis added)***

For the first time since the terms mobility fees and mobility plans were introduced in 2007, the Florida Legislature, through HB 479, defined both terms in the Community Planning Act. The following are the recently adopted definitions for a mobility fee and a mobility plan per Florida Statute Section 163.3164 **(Appendix B)**:

"(32) "Mobility fee" means a local government fee schedule established by ordinance and based on the projects included in the local government's adopted mobility plan.

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(33) "Mobility plan" means an alternative transportation system mobility study developed by using a plan-based methodology and adopted into a local government comprehensive plan that promotes a compact, mixed use, and interconnected development served by a multimodal transportation system in an area that is urban in character, or designated to be urban in character, as defined in s. 171.031."

One of the most significant amendments under HB 479 was the recognition that where a county and a municipality both charge a fee for transportation capacity impacts, that only one fee may be assessed to mitigate impacts of on new development. The amendment requires a county and a municipality to enter into an interlocal agreement to establish that only one fee is to be collected by the local government issuing building permits.

The interlocal agreement is also required to address negotiations between the county and municipality related to distribution of collected revenue from development activity to mitigate transportation impacts. The following are the recent additions to Florida Statute 163.3180(5)(j):

"1. If a county and municipality charge the developer of a new development or redevelopment a fee for transportation capacity impacts, the county and municipality must create and execute an interlocal agreement to coordinate the mitigation of their respective transportation capacity impacts.

2. The interlocal agreement must, at a minimum:

a. Ensure that any new development or redevelopment is not charged twice for the same transportation capacity impacts.

b. Establish a plan-based methodology for determining the legally permissible fee to be charged to a new development or redevelopment.

c. Require the county or municipality issuing the building permit to collect the fee, unless agreed to otherwise.

d. Provide a method for the proportionate distribution of the revenue collected by the county or municipality to address the transportation capacity impacts of a new development or redevelopment, or provide a method of assigning responsibility for the mitigation of the transportation capacity impacts belonging to the county and the municipality.

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3. By October 1, 2025, if an interlocal agreement is not executed pursuant to this paragraph:

a. The fee charged to a new development or redevelopment shall be based on the transportation capacity impacts apportioned to the county and municipality as identified in the developer's traffic impact study or the mobility plan adopted by the county or municipality.

b. The developer shall receive a 10 percent reduction in the total fee calculated pursuant to sub subparagraph a.

c. The county or municipality issuing the building permit must collect the fee charged pursuant to sub-subparagraphs a. and b. and distribute the proceeds of such fee to the county and municipality within 60 days after the developer's payment.

4. This paragraph does not apply to:

a. A county as defined in s. 125.011(1).

b. A county or municipality that has entered into, or otherwise updated, an existing interlocal agreement, as of October 1, 2024, to coordinate the mitigation of transportation impacts. However, if such existing interlocal agreement is terminated, the affected county and municipality that have entered into the agreement shall be subject to the requirements of this paragraph unless the county and municipality mutually agree to extend the existing interlocal agreement before the expiration of the agreement."

The requirement for an interlocal agreement and collection of a single fee applies to all local governments in Florida, except for Miami Dade County under Florida Statute Section 125.011(1). A county and a municipality with an interlocal agreement, where both collect a fee as of October 1st, 2024, are also exempt until the interlocal agreement expires or is terminated. No local government is prohibited from adopting an alternative transportation system, even municipalities within a Charter County that requires transportation concurrency. Further, a municipality within a County that is exempted under Florida Statute Section 125.011(1) does not preclude the municipality from negotiating an interlocal agreement with the exempted County to address mitigation or even a reduction in fees based on and adopted mobility plan and fee.

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Road Impact Fee & Mobility Fee Comparison

The Florida Constitution grants local governments broad home rule authority to establish special assessments, impact fees, mobility fees, franchise fees, user fees, and service charges as revenue sources to fund specific governmental functions and capital infrastructure. Payment of impact fees or mobility fees are one of the primary ways local governments can require new development, along with redevelopment or expansion of existing land uses that generate additional transportation demand, to mitigate its impact to a local governments transportation system. While road impact fees and mobility fees are both intended to be a means in which a development can mitigate its transportation impact, the following are the major differences between the two fees:

Road Impact Fees

- Partially or fully fund road capacity improvements, including new roads, the widening of existing roads, and the addition or extension of turn lanes at intersections to move people driving vehicles (i.e., cars, trucks, SUVs, motorcycles).
- Are based on increases in trip generation, vehicle trip length, and road capacity, along with the cost of road capacity improvements and the projected vehicle miles of travel from development.
- May be based on either an adopted LOS standard (aka standards or consumption-based fee) or on future road improvements (aka plan or improvements-based fee).

Mobility Fees

- Pay for the cost associated with adding new multimodal capacity to move people walking, bicycling, scooting, riding transit, driving vehicles, or using shared mobility technology.
- Partially or fully fund mobility projects, including sidewalks, paths, trails, bike lanes, streetscape and landscape, complete and low speed streets, micromobility (i.e., electric bikes, electric scooters) devices, programs, and services, microtransit (i.e., golf carts, neighborhood electric vehicles, autonomous transit shuttles, trolleys) circulators, services and vehicles, new roads, the widening of existing roads, and turn lanes, signals, and ADA upgrades at intersections.
- Are based on increases in person trips, person trip lengths, and person miles of capacity from mobility projects, along with projected person miles of travel from new development.
- Assessment areas may include all or portions of a municipality or county, and may vary based on geographic location (e.g., downtown) or type of development (e.g., mixed-use).
- Must be based on future mobility projects adopted as part of a mobility plan and incorporated or referenced in the local governments Comprehensive Plan.

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THE IMPACT FEE ACT & CASE LAW OVERVIEW

In the late 1970's and early 1980's local governments throughout Florida began adopting road impact fees as a means for new development to pay for its traffic impact and generate revenue to fund transportation infrastructure improvements. Counties, especially Charter Counties, began requiring that municipalities collect road impact fees on their behalf to fund improvements to the county road system. Throughout the 1980's, 1990's, and 2000's, municipalities throughout Florida challenged the ability of counties to compel them to collect road impact fees for new development. The opposition stemmed in part from an unintended consequence of transportation concurrency which was that it essentially stopped development in urban areas (aka "municipalities"). Both municipalities and development activity were constrained in their ability to add road capacity due to the cost of acquiring developed land and receiving opposition from existing residents concerned about increased traffic and the impact new road capacity would have on their neighborhoods.

The inability of development activity in urban areas to meet transportation concurrency resulted in development moving to suburban and rural areas (aka "urban sprawl") where fewer residents were likely to oppose new road capacity improvements and where road capacity was either available or cheaper to construct. Municipalities found themselves in the unenviable position of sending road impact fees to counties when development activity met concurrency requirements, only to watch road impact fees being spent on new road capacity projects outside of urban areas, which ultimately facilitated sprawl beyond municipal boundaries.

Furthermore, the courts often ruled in favor of counties, as municipalities that challenged being compelled to collect impact fees failed to present alternative solutions for addressing the traffic impacts of new development. These challenges all occurred prior to the Florida Legislature adopting the "Impact Fee Act" through Florida Statute 163.31801. Additionally, these challenges existed prior to the introduction of mobility plans and mobility fees and the adoption of the "Community Planning Act" through Florida Statute 163.3180.

Before the Florida "Impact Fee Act" was adopted, many local governments had already developed impact fees through their home rule powers. In 2006, the Legislature adopted the "Impact Fee Act" to provide process requirements for the adoption of impact fees and formally recognized the authority of local governments to adopt impact fees. Prior to 2006, the Florida Legislature, unlike many States throughout the U.S. that had already adopted enabling legislation, elected to defer to the significant case law that was developed in both Florida and throughout the U.S. to provide guidance to local governments to adopt impact fees.

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In 2009, the Legislature made several changes to the "Impact Fee Act", the most significant of which was placing the burden of proof on local governments, through a preponderance of the evidence, that the imposition of the fee meets legal precedent and the requirements of Florida Statute Section 163.31801. Prior to the 2009 amendment, Courts generally deferred to local governments as to the validity of an imposed impact fee and placed the burden of proof, that an imposed impact fee was invalid or unconstitutional on the plaintiff.

In 2019, the Legislature, through HB 207 and HB 7103, made several changes to the "Impact Fee Act", the most significant of which was the requirement that fees cannot be collected prior to building permit issuance. The changes also expanded on the requirements of the dual rational nexus test, the collection and expenditure of fees, credits, and administrative cost.

In 2020, the Legislature, through SB 1066, made several additional changes to the Impact Fee Act to clarify that new or updated impact fees cannot be assessed on a permit if the permit application was pending prior to the new or updated fee. The bill also made credits assignable and transferable to third parties.

In 2021, the Legislature, through HB 337 made significant amendments to the "Impact Fee Act", which the Governor subsequently approved. The amendments require that impact fees be based on planned improvements and that there is a clear nexus between the need for improvements and the impact from new development.

The amendments have a greater impact on increases to existing impact fees and have phasing requirements for increases to existing fees. There are provisions that allow a local government to fully implement updated fees based on a finding of extraordinary circumstances, holding public hearings, and requiring a super majority approval by elected officials.

In 2024, the Legislature, through HB 479 made amendments to the "Impact Fee Act" that requires fee studies be completed and adopted within 12 months from the date of initiation of the study. The amendment also stipulated that data used in fee studies should not be older than four years. The amendment also requires alternative transportation systems recognize transportation or road impact fee credits granted prior to adoption of the alternative transportation systems. The most recently enacted version of Florida Statute Section 163.31801 is provided in **Appendix C**.

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One of the purposes of this Technical Report, consistent with Florida Statute Section 163.31801(4)(f) and (g), is to demonstrate that the Village of Palm Springs' Mobility Fee is proportional and reasonably connected to, or has a rational nexus with, both the **"need"** for mobility projects and the mobility **"benefits"** provided to those who pay the fee, otherwise known as the "dual rational nexus test", herein further described as:

The "Need" for additional (new) capital facilities (mobility projects) to accommodate the increase in demand (impact) from growth (new development), and

The "Benefit" that the new growth (new development) receives from the payment and expenditure of fees to construct the new capital facilities (mobility projects).

In addition to the "dual rational nexus test", the U.S. Supreme Court in Dolan v. Tigard also established a "rough proportionality test" to address the relationship between the amount of a fee imposed on development activity and the impact of the development activity. The "rough proportionality test" requires that there be a reasonable relationship (proportional and reasonably connected) between the impact fee and the impact of development activity based upon the applicable unit of measure for residential and non-residential uses. The "rough proportionality test" further requires that the variables used to calculate a fee are reasonably assignable and attributable to the impact of development activity.

The Courts recognized the authority of a municipality to impose "impact fees" in Florida occurred in 1975 in the case of City of Dunedin v. Contractors and Builders Association of Pinellas County, 312 So.2d 763 (2d DCA. Fla., 1975), where the court held: "that the so-called impact fee did not constitute taxes but was a charge using the utility services under Ch. 180, F. S." The Court set forth the following criteria to validate the establishment of an impact fee:

"…where the growth patterns are such that an existing water or sewer system will have to be expanded in the near future, a municipality may properly charge for the privilege of connecting to the system a fee which is in excess of the physical cost of connection, if this fee does not exceed a proportionate part of the amount reasonably necessary to finance the expansion and is earmarked for that purpose." 312 So.2d 763, 766, (1975).

The case was appealed to the Florida Supreme Court and a decision rendered in the case of Contractors and Builders Association of Pinellas County v. City of Dunedin 329 So.2d 314 (Fla. 1976), in which the Second District Court's decision was reversed. The Court held that "impact fees" did not constitute a tax; that they were user charges analogous to fees collected by privately owned utilities for services rendered.

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However, the Court reversed the decision, based on the finding that the City did not create a separate fund where impact fees collected would be deposited and earmarked for the specific purpose for which they were collected, finding:

"The failure to include necessary restrictions on the use of the fund is bound to result in confusion, at best. City personnel may come and go before the fund is exhausted, yet there is nothing in writing to guide their use of these moneys, although certain uses, even within the water and sewer systems, would undercut the legal basis for the fund's existence. There is no justification for such casual handling of public moneys, and we therefore hold that the ordinance is defective for failure to spell out necessary restrictions on the use of fees it authorizes to be collected. Nothing we decide, however prevents Dunedin from adopting another sewer connection charge ordinance, incorporating appropriate restrictions on use of the revenues it produces. Dunedin is at liberty, moreover, to adopt an ordinance restricting the use of moneys already collected. We pretermit any discussion of refunds for that reason." 329 So.2d 314 321, 322 (Fla. 1976)

The case tied impact fees directly to growth and recognized the authority of a local government to impose fees to provide capacity to accommodate new growth and basing the fee on a proportionate share of the cost of the needed capacity. The ruling also established the need for local government to create a separate account to deposit impact fee collections to help ensure those funds are expended on infrastructure capacity.

The Utah Supreme Court had ruled on several cases related to the imposition of impact fees by local governments before hearing Banberry v. South Jordan. In the case, the Court held that: "the fair contribution of the fee-paying party should not exceed the expense thereof met by others. To comply with this standard a municipal fee related to service like water and sewer must not require newly developed properties to bear more than their equitable share of the capital costs in relation to the benefits conferred" (Banberry Development Corporation v. South Jordan City, 631 P. 2d 899 (Utah 1981). To provide further guidance for the imposition of impact fees, the court articulated seven factors which must be considered (Banberry Development Corporation v. South Jordan City, 631 P. 2d 904 (Utah 1981):

"(1) the cost of existing capital facilities;

(2) the manner of financing existing capital facilities (such as user charges, special assessments, bonded indebtedness, general taxes or federal grants);

(3) the relative extent to which the newly developed properties and the other properties in the municipality have already contributed to the cost of existing capital facilities (by such means as user charges, special assessments, or payment from the proceeds of general taxes);

(4) the relative extent to which the newly developed properties in the municipality will contribute to the cost of existing capital facilities in the future;

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(5) the extent to which the newly developed properties are entitled to a credit because the municipality is requiring their developers or owners (by contractual arrangement or otherwise) to provide common facilities (inside or outside the proposed development) that have been provided by the municipality and financed through general taxation or other means (apart from user fees) in other parts of the municipality;

(6) extraordinary costs, if any, in servicing the newly developed properties; and

(7) the time-price differential inherent in fair comparisons of amounts paid at different times."

The Court rulings in Florida, Utah and elsewhere in the U.S. during the 1970's and early 1980's led to the first use of what ultimately became known as the "dual rational nexus test" in Hollywood, Inc. v. Broward County; which involved a Broward County ordinance that required a developer to dedicated land or pay a fee for the County park system. The Florida Fourth District Court of Appeal found to establish a reasonable requirement for dedication of land or payment of an impact fee that:

"… the local government must demonstrate a reasonable connection, or rational nexus between the need for additional capital facilities and the growth of the population generated by the subdivision. In addition, the government must show a reasonable connection, or rational nexus, between the expenditures of the funds collected and the benefits accruing to the subdivision. In order to satisfy this latter requirement, the ordinance must specifically earmark the funds collected for the use in acquiring capital facilities to benefit new residents." (Hollywood, Inc. v. Broward County, 431 So. 2d 606 (Fla. 4th DCA), rev. denied, 440 So. 2d 352 (Fla. 1983).

In 1987, the first of two major cases were heard before the U.S. Supreme Court that have come to define what is now commonly referred to as the "dual rational nexus test". The first case was Nollan v. California Coastal Commission which involved the Commission requiring the Nollan family to dedicate a public access easement to the beach in exchange for permitting the replacement of a bungalow with a larger home which the Commission held would block the public's view of the beach.

Justice Scalia delivered the decision of the Court: "The lack of nexus between the condition and the original purpose of the building restriction converts that purpose to something other than what it was...Unless the permit condition serves the same governmental purpose as the development ban, the building restriction is not a valid regulation of land use but an out-and-out plan of extortion (Nollan v. California Coastal Commission, 483 U. S. 825 (1987)". The Court found that there must be an essential nexus between an exaction and the government's legitimate interest being advanced by that exaction (Nollan v. California Coastal Commission, 483 U. S. 836, 837 (1987).

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The second case, Dolan v. Tigard, heard by the U.S. Supreme Court in 1994 solidified the elements of the "dual rational nexus test". The Petitioner Dolan, owner, and operator of a Plumbing & Electrical Supply store in the City of Tigard, Oregon, applied for a permit to expand the store and pave the parking lot of her store. The City Planning Commission granted conditional approval, dependent on the property owner dedicating land to a public greenway along an adjacent creek and developing a pedestrian and bicycle pathway to relieve traffic congestion. The decision was affirmed by the Oregon State Land Use Board of Appeal and the Oregon Supreme Court. The U.S. Supreme Court overturned the ruling of the Oregon Supreme Court and held:

"Under the well-settled doctrine of "unconstitutional conditions," the government may not require a person to give up a constitutional right in exchange for a discretionary benefit conferred by the government where the property sought has little or no relationship to the benefit. In evaluating Dolan's claim, it must be determined whether an "essential nexus" exists between a legitimate state interest and the permit condition. Nollan v. California Coastal Commission, 483 U. S. 825, 837. If one does, then it must be decided whether the degree of the exactions demanded by the permit conditions bears the required relationship to the projected impact of the proposed development." Dolan v. City of Tigard, 512 U.S. 383, 386 (1994)

The U.S. Supreme Court in addition to upholding the "essential nexus" requirement from Nollan also introduced the "rough proportionality" test and held that:

"In deciding the second question-whether the city's findings are constitutionally sufficient to justify the conditions imposed on Dolan's permit-the necessary connection required by the Fifth Amendment is "rough proportionality." No precise mathematical calculation is required, but the city must make some sort of individualized determination that the required dedication is related both in nature and extent to the proposed development's impact. This is essentially the "reasonable relationship" test adopted by the majority of the state courts. Dolan v. City of Tigard, 512 U.S. 388, 391 (1994)"

An often-overlooked component of Dolan v. City of Tigard is the recognition that while multimodal facilities may off-set traffic congestion there is a need to demonstrate or quantify how the dedication of a pedestrian / bicycle pathway would offset the traffic demand generated. per the following excerpt from the opinion of the Court delivered by Chief Justice Rehnquist:

"The city made the following specific findings relevant to the pedestrian/bicycle pathway: "In addition, the proposed expanded use of this site is anticipated to generate additional vehicular traffic thereby increasing congestion on nearby collector and arterial streets. Creation of a convenient, safe pedestrian/bicycle pathway system as an alternative means of transportation could offset some of the traffic demand on these nearby streets and lessen the increase in traffic congestion." We think a term such as "rough proportionality" best encapsulates what we hold to be the requirement of the Fifth Amendment. No precise mathematical calculation is required, but the city must make some sort of individualized determination that the required dedication is related both in nature and extent to the impact of the proposed development.

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With respect to the pedestrian/bicycle pathway, we have no doubt that the city was correct in finding that the larger retail sales facility proposed by petitioner will increase traffic on the streets of the Central Business District. The city estimates that the proposed development would generate roughly 435 additional trips per day. Dedications for streets, sidewalks, and other public ways are generally reasonable exactions to avoid excessive congestion from a proposed property use. But on the record before us, the city has not met its burden of demonstrating that the additional number of vehicle and bicycle trips generated by the petitioner's development reasonably relate to the city's requirement for a dedication of the pedestrian/bicycle pathway easement. The city simply found that the creation of the pathway "could offset some of the traffic demand . . . and lessen the increase in traffic congestion."

"As Justice Peterson of the Supreme Court of Oregon explained in his dissenting opinion, however, "[t]he findings of fact that the bicycle pathway system could offset some of the traffic demand' is a far cry from a finding that the bicycle pathway system will, or is likely to, offset some of the traffic demand." 317 Ore., at 127, 854 P. 2d, at 447 (emphasis in original). No precise mathematical calculation is required, but the city must make some effort to quantify its findings in support of the dedication for the pedestrian/bicycle pathway beyond the conclusory statement that it could offset some of the traffic demand generated." Dolan v. City of Tigard, 512 U.S. 687 (1994).

The U.S. Supreme Court recently affirmed, through Koontz vs. St. Johns River Water Management District, that the "dual rational nexus" test equally applies to monetary exactions in the same manner as a governmental regulation requiring the dedication of land. Justice Alito described:

"Our decisions in Nollan v. California Coastal Commission, 483 U. S. 825 (1987), and Dolan v. City of Tigard, 512 U. S. 374 (1994), provide important protection against the misuse of the power of land-use regulation. In those cases, we held that a unit of government may not condition the approval of a land-use permit on the owner's relinquishment of a portion of his property unless there is a "nexus" and "rough proportionality" between the government's demand and the effects of the proposed land use. In this case, the St. Johns River Water Management District (District) believes that it circumvented Nollan and Dolan because of the way in which it structured its handling of a permit application submitted by Coy Koontz, Sr., whose estate is represented in this Court by Coy Koontz, Jr. The District did not approve his application on the condition that he surrender an interest in his land. Instead, the District, after suggesting that he could obtain approval by signing over such an interest, denied his application because he refused to yield." Koontz v. St. Johns River Water Management District 1333 S. Ct. 2586 (2013).

"That carving out a different rule for monetary exactions would make no sense. Monetary exactions—particularly, fees imposed "in lieu" of real property dedications—are "commonplace" and are "functionally equivalent to other types of land use exactions." To subject monetary exactions to lesser, or no, protection would make it "very easy for land-use permitting officials to evade the limitations of Nollan and Dolan." Furthermore, such a rule would effectively render Nollan and Dolan dead letters "because the government need only provide a permit applicant with one alternative that satisfies the nexus and rough proportionality standard, a permitting authority wishing to exact an easement could simply give the owner a choice of either surrendering an easement or making a payment equal to the easement's value." Koontz v. St. Johns River Water Management District 1333 S. Ct. 2599 (2013).

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The Florida First District Court of Appeals recently affirmed, through The BoCC of Santa Rosa County vs. the Builders Association of West Florida, that impact fees are required to meet the "dual rational nexus" test to avoid being found to be an unconstitutional tax. The Court cited the following sections of Florida Statute:

"Second, the Florida Impact Fee Act sets forth the minimum statutory requirements for a valid impact fee. § 163.31801(3), Fla. Stat. (2019). The Act requires impact fees to be based on the "most recent and localized data." § 163.31801(3)(a), Fla. Stat." The Board of County Commissioners v. Home Builders Assoc. of West Florida, Inc., 325 So. 3d 981, 985 (Fla. Dist. Ct. App. 2021).

The Court cited expert testimony that the County's school impact fee did not recognize differences in growth or needs that would be the basis for different fees based on geographic location and needs due to new growth:

"the impact fees failed the dual rational nexus test because they did not account for the differences between the northern and southern parts of the county. This resulted in impact fees that were disproportionate to the growth in these geographical regions." The Board of County Commissioners v. Home Builders Assoc. of West Florida, Inc., 325 So. 3d 981, 985 (Fla. Dist. Ct. App. 2021).

The U.S. Supreme Court in April 2024 issued a unanimous decision in Sheetz v. County of El Dorado, California (144 S.Ct. 893) where the Court narrowly determined that legislatively enacted impact fees are not exempt from the requirements set forth in two previous property rights cases (Nollan v. California Coastal Commission and Dolan v. City of Tigard, Oregon). Thus, local governments that impose impact fees will now be subjected to a standard requiring them to demonstrate the relationship and relative impact of the development on the community. Specifically, local governments will have to show that conditions (impact fees) to obtain a land-use permit have an "essential nexus" (relationship) to the government's land-use interest and a "rough proportionality" between the weight on the property owner and the development's effects of the proposed land use.

The Impact Fee Act already requires imposed impact fees and mobility fees demonstrate an "essential nexus" between the fee and the impact from development activity. The Supreme Court ruling reinforces prior impact fee case law that the amount of impact fees or mobility fees imposed must be "rough proportionality" to the impact from development activity. The ruling also stipulated that required monetary payments in the form of impact fees are an exaction just like requiring development activity to dedicate land for a governmental purpose and could be subject to a takings claim if the impact fees imposed do not demonstrate an "essential nexus" between the amount and imposition and the impact from new development.

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Development of a Mobility Plan & Mobility Fee

The development of a Mobility Plan and Mobility Fee for the Village of Palm Springs involved several steps. The following is an overview of the process used to develop a Mobility Plan and Mobility Fee consistent with statutory requirements **(Figure 2).**

Figure 2: Development of a Mobility Plan & Mobility Fee



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COMPREHENSIVE PLAN

The Village of Palm Springs' Comprehensive Plan was first adopted in 2009. In 2024, the Village, as part of the Evaluation and Appraisal Report process (EAR), amended its Comprehensive Plan for consistency with the Transportation/Mobility Master Plan 2021, the Village's 2021 commitment to Vision Zero (Resolution 2021-36), and the Vision Plan 2023 **(Figure 3)**.

Figure 3: Integrating Land Use, Transportation, Parking & Funding



Upon adoption of a Mobility Plan and Mobility Fee, local governments must amend their Comprehensive Plan to ensure consistency with Florida Statute. In 2025, the Village amended the Transportation and Mobility Element of its Comprehensive Plan to integrate the Mobility Plan and Mobility Fee and ensure that the Comprehensive Plan is consistent with requirements of Florida Statute Sections 163.3164, 163.3177, 163.3180, and 163.31801. The following are several goals, objectives, and policies from the amended (2025) Transportation and Mobility Element:

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TRANSPORTATION AND MOBILITY ELEMENT

GOAL TM 3: "THE VILLAGE OF PALM SPRINGS SEEKS TO ENSURE THE EFFICIENT AND SMOOTH MOVEMENT OF MOTORIZED VEHICLES, PEDESTRIANS, AND CYCLISTS THROUGHOUT THE TRANSPORTATION SYSTEM."

POLICY TM 3.1.4: "Applicants for new development shall mitigate off-site traffic impacts to the transportation system through payment of a mobility fee to the Village at the time a Development Permit is issued."

GOAL TM 4: "THE VILLAGE OF PALM SPRINGS SHALL COORDINATE WITH PALM BEACH COUNTY, SURROUNDING MUNICIPALITIES, AND THE PALM BEACH TPA TO ACHIEVE AN EFFICIENT REGIONAL TRANSPORTATION SYSTEM."

OBJECTIVE TM 4.2: "The Village of Palm Springs shall establish an alternative transportation system to replace transportation concurrency, transportation concurrency exception areas, and traffic mitigation payments and fees for development consistent with the Comprehensive Plan through adoption of a mobility fee based on the Village's Mobility Plan."

Policy TM 4.2.1: "The Village of Palm Springs Mobility Plan shall identify the mobility projects needed to accommodate travel demand from development, mitigate impacts to the transportation system from that development, and enhance mobility for the Village's residents, businesses, employees, students, patrons, and visitors."

Policy TM 4.2.3: "The Village of Palm Springs shall administer, implement, maintain, and periodically update its Mobility Plan and Mobility Fee to plan, design, fund, and construct mobility projects to enhance the transportation system."

Policy TM 4.2.5: "The mobility projects established in the Mobility Plan shall serve as the basis for calculation of the Village's mobility fee. The mobility fee shall be a one-time assessment to mitigate the impact of development on the transportation system. The mobility fee shall meet the dual rational nexus test and shall be roughly proportional to the person travel demand generated by development."

Policy TM 4.2.6: "The mobility fee shall be the only transportation mitigation fee assessed on development within the Village to ensure that new development is not held to a higher standard than existing development, is not assessed for systemwide deficiencies, is not paying twice for the same impacts, and is not paying more than the cost of mobility projects reasonably attributable to the travel demand impact of new development."

Policy TM 4.2.7: "The Village of Palm Springs will make its best efforts to negotiate an interlocal agreement with the County to allocate a share of the mobility fees collected within the Village to fund mobility projects on County Roads identified in the Village's Mobility Plan.

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GROWTH

The first requirement of the **"dual rational nexus"** for the Village's Mobility Fee is to demonstrate that there is a need for Mobility Projects to accommodate projected growth in population, employment, vehicle miles of travel (VMT), and person miles of travel (PMT). An evaluation of the existing and projected population and employment was conducted for the Village of Palm Springs Mobility Study Area **(Map C).** The Mobility Study Area includes all areas of the Village, enclaves, portions of unincorporated County and municipalities adjacent to the Village to ensure roadways are evaluated to logical endpoints.

The population and employment data were obtained from the Traffic Analysis Zones (TAZs) used in the 2050 Palm Beach Long Range Transportation Plan (LRTP). The population and employment analysis demonstrates that there is projected to be an increase in population and employment for the Mobility Study Area **(Table 1)**.

The Village is projected to add roughly 15,000 residents and 2,400 employees by 2045 **(Table 1)**. The projected increase in population and employment will generate growth in vehicle miles of travel (VMT), person miles of travel (PMT), and additional person travel demand (PTD) from new development that will create a need for mobility projects within the Mobility Study Area.

Table 1: Projected Growth

Year	Population	Employees
2020 (Model Base Year)	67,454	56,884
2045 (Mobility Plan future year)	82,248	59,737
Increase	14,794	2,368

Source: *2020 and 2045 Population and Employment based on the 2020/2050 Southeast Regional Planning Model 8.543 (SERMP 8.543) Traffic Analysis Zone (TAZ) Data. Population and Employment projections for 2045 (mobility plan future year) were obtained by applying the average annual growth rate between 2020 and 2050 and interpolating from the 2020 base year.*

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VEHICLE MILES OF TRAVEL (VMT)

The growth in vehicle miles of travel (VMT) is one of the factors evaluated to determine the need for future mobility projects within the Mobility Study Area. The evaluation of future vehicle miles of travel (VMT) includes minor and major collectors as well as arterials.

The VMT analyses includes Village, County, and State Roads within the Mobility Study Area **(Map C)**. The growth rate from the Southeast Regional Planning Model was used to determine the VMT growth of **270,510** within the Mobility Study Area between 2025 and 2045 **(Table 2)**.

Table 2: Growth in Vehicle Miles of Travel (VMT)

Year	VMT Arterials & Collectors	VMT Limited Access (I-95)	VMT All
2025 (Mobility Plan base year)	1,241,730	810,730	2,052,460
2045 (Model & Plan future year)	1,512,240	987,380	2,499,620
VMT increase (2025 to 2045)	270,510	176,650	447,160

Source: *Palm Springs Traffic Characteristics Data* ***(Appendix D)****. The Vehicle Miles of Travel (VMT) for Interstate 95 is taken from the portions of I-95 between 6 Avenue South and SR 882 (Forest Hill Boulevard).*

The VMT data for limited access facilities (i.e., Interstate 95) will be used to adjust the travel demand for land uses established in the mobility fee schedule. Travel on limited access facilities is excluded from both road impact fee and mobility fee studies as the limited access facilities serve intercity and regional travel. Further, improvements to Interstate 95 would be funded through federal and state gas tax revenues.

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PERSON MILES OF TRAVEL (PMT)

The growth in vehicle miles of travel (VMT) is often used in road impact fees to evaluate the need for road capacity improvements to move vehicles. Mobility Fees utilize person miles of travel (PMT) to evaluate the need for mobility projects to move people. To account for trips made by people walking, biking, riding transit, and the number of people per vehicle (aka vehicle occupancy), the projected increase in vehicle miles of travel (VMT) demand is converted into person miles of travel (PMT) demand for arterial and collector roads.

The conversion is based on person trips, vehicle trips, person trip length and vehicle trip length data obtained from the 2022 National Household Travel Survey (NHTS). The NHTS data is used to calculate a person miles of travel factor (PMTf) based on vehicle miles of travel (VMT) and person miles of travel (PMT) per trip purpose. The evaluation of the vehicle and person travel data from the 2022 NHTS resulted in a person miles of travel factor (PMTf) of 1.54 **(**Appendix E**)**. The increase in PMT is based on the projected increase in VMT multiplied by the applicable person miles of travel factor (PMTf) illustrated in further detail on Figure 4.

Figure 4: Person Miles of Travel Increase (PMTi)

Person Miles of Travel increase (PMTi)

∑ VMTtp = (∑ VTtp x VTLtp)
∑ PMTtp = (∑ PTtp x PTLtp)
PMTf = (∑ of PMTtp / ∑ of VMTtp)
VMTi = (2045 VMT - 2025 VMT)
PMTi = (VMTi x PMTf)

Where:

∑ VTtp	=	Sum of Vehicle Trips by trip purpose (Appendix E)
∑ PTtp	=	Sum of Person Trips by trip purpose (Appendix E)
VTLtp	=	Average Vehicle Trip Length by trip purpose (Appendix E)
PTLtp	=	Average Person Trip Length by trip purpose (Appendix E)
VMT	=	Vehicle Miles of Travel
PMT	=	Person Miles of Travel
∑ VMTtp	=	Sum of Vehicle Miles of Travel by trip purpose (Appendix E)
∑ PMTtp	=	Sum of Person Miles of Travel by trip purpose (Appendix E)
PMTf	=	Person Miles of Travel factor of 1.54 (Appendix E)
VMTi	=	Vehicle Miles of Travel Increase (Table 2)
PMTi	=	Person Miles of Travel increase (Table 3)

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The projected increase in PMT within the Mobility Fee Study Area, excluding limited access facilities, between the Mobility Plan base year of 2025 and the future year of 2045 is **416,585 (Table 3)**. The increase was calculated as follows per the formula illustrated in **Figure 4**:

(2045 VMT) 1,512,240 - (2025 VMT) 1,241,730 = (VMTi) 270,510

(VMTi) 270,510 x (PMTf) 1.54 = 416,585

The projected person miles of travel (PMT) increase of **416,585** demonstrates that there are future person miles of travel demand projected by 2045 that will result in the **"need"** for mobility projects to accommodate the increase in person travel demand **(Table 3)**. The documented increase in PMT and the identification of needed mobility projects, via the Mobility Plan, is consistent with the **"needs"** test of the dual rational nexus test.

Table 3: Increase in Person Miles of Travel (PMT)

Vehicle & Person Miles of Travel	(VMT & PMT)
2025 Mobility Plan Base Year	
Vehicle Miles of Travel (VMT)	1,241,730
Person Miles of Travel factor (PMTf)	1.54
Person Miles of Travel (PMT)	1,912,264
2045 Mobility Plan Future Year	
Vehicle Miles of Travel (VMT)	1,512,240
Person Miles of Travel factor (PMTf)	1.54
Person Miles of Travel (PMT)	2,328,850
Increase in VMT & PMT	
Vehicle Miles of Travel increase (VMTi)	270,510
Total Increase in Person Miles of Travel (PMTi)	416,585

Source: *The 2045 VMT increase was obtained from **Table 2**. PMTi obtained by multiplying VMTi by 1.54 (**Figure 4**).*

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PALM SPRINGS MOBILITY FEE

The basis for the Village of Palm Springs Mobility Fee are the mobility projects identified in the Mobility Plan needed to meet future travel demand from new development, consistent with Florida Statutes 163.3180 and 163.31801. **Mobility Projects consist of improvements, programs, and services such as sidewalks, multi-use paths and trails, cycle tracks, traffic calming, pedestrian safety, intersection improvements, raised intersections, roundabouts, multimodal crossings, pedestrian bridges, wider roads, transit circulators, wayfinding, and Safe Routes to School.**

The mobility projects identified in the Mobility Plan are intended to provide the person miles of capacity needed to meet future person miles of travel demand, consistent with the **"needs"** requirement of the dual rational nexus test. The mobility fees collected from new development are to be used to fund mobility projects that provide a mobility benefit to new development and accommodate the increase in person travel demand from that new development, consistent with the **"benefits"** requirement of the dual rational nexus test. The mobility fee collected from new development will be used to fund the mobility projects identified in the Mobility Plan **(**Figure 5**)**.

Figure 5: Mobility Plan and Mobility Fee



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EXISTING CONDITIONS EVALUATION (ECE)

Florida Statute prohibits local governments from charging new development for an existing transportation deficiency (aka over capacity or backlogged roads). An existing conditions evaluation has been conducted to ensure that new development is not being charged for existing transportation deficiencies. The evaluation includes a system-wide analysis of all arterials and collectors within the Mobility Study Area **(Map C)**.

The existing conditions evaluation (ECE) is achieved by dividing the vehicle miles of travel (VMT) by the vehicle miles of capacity (VMC). The arterials and collectors within the Mobility Study Area include Village, County, and State roads **(Appendix D)**. A VMT/VMC ratio greater than **1.00** indicates that there are system-wide deficiencies. The VMT/VMC ratio in 2025 is **0.89** based on the existing conditions evaluation **(Table 4)**.

Table 4: 2025 Existing Conditions Evaluation (ECE)

Functional Classification	Length (miles)	2025 VMT	2025 VMC	VMT to VMC Ratio
Minor Collector	7.80	42,610	181,000	0.24
Major Collector	15.19	170,920	330,850	0.52
Minor Arterial	6.92	214,370	249,740	0.86
Principal Arterial	17.05	813,830	878,410	0.93
Limited Access	3.23	810,730	653,750	1.24
Total	50.19	2,052,460	2,293,750	0.89

Source: *Palm Springs Traffic Characteristics Data **(Appendix D)**. The Vehicle Miles of Travel (VMT) for Interstate 95 is taken from the portions of I-95 between 6 Avenue South and SR 882 (Forest Hill Boulevard).*

The mobility fee calculation includes an existing conditions evaluation factor (ECEf) to adjust mobility fee cost for system-wide deficiencies for arterials and collectors within the Mobility Study Area. The existing conditions evaluation factor (ECEf) is determined by dividing the vehicle miles of capacity (VMC) by the vehicle miles of travel (VMT) as illustrated in **Figure 6**.

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Figure 6: Existing Conditions Evaluation Factor (ECEf)

Existing Conditions Evaluation factor (ECEf)

$\sum VMC = (\sum VMCmic + \sum VMCmac + \sum VMCmia + \sum VMCpa)$

$\sum VMT = (\sum VMTmic + \sum VMTmac + \sum VMTmia + \sum VMTpa)$

$ECEf = (\sum VMC / \sum VMT)$

If ECEf > 1.00, then the ECEf is set at 1.00

Where:

$\sum VMC$	=	Sum of Vehicle Miles of Capacity (Appendix D)
$\sum VMT$	=	Sum of Vehicle Miles of Travel (Appendix D)
mic	=	Minor Collector
mac	=	Major Collector
mia	=	Minor Arterial
pa	=	Principal Arterial
ECEf	=	Existing Conditions Evaluation factor (Table 5)

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VMC / VMT ratio greater than **1.00** indicates that the current system has adequate capacity to accommodate existing traffic. The VMC / VMT ratio is **1.32** based on the existing conditions evaluation **(Table 5)**. Thus, development activity is not being assessed for any system-wide deficiencies. For the Mobility Fee calculation, the ECEf will be set to **1.00**.

Table 5: 2025 Existing Conditions Evaluation Factor (ECEf)

Functional Classification	Length (miles)	2025 VMC	2025 VMT	ECEf
Minor Collector	7.80	181,000	42,610	4.25
Major Collector	15.19	330,850	170,920	1.94
Minor Arterial	6.92	249,740	214,370	1.16
Principal Arterial	17.05	878,410	813,830	1.08
Total	46.96	1,640,000	1,241,730	1.32

Source: *Palm Springs Traffic Characteristics Data* ***(Appendix D)****. The Vehicle Miles of Travel (VMT) for Interstate 95 that is taken from the portions of I-95 between 6 Avenue South and SR 882 (Forest Hill Boulevard) is excluded from the existing conditions evaluation factor.*

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MOBILITY PLAN SUMMARY

The Mobility Plan identifies the mobility projects needed to meet the projected growth in travel demand over the next 20 years on the Village's transportation system. The Mobility Plan is comprised of the following plans: (1) Roadway Plan **(Map D & Appendix G)**; (2) Multimodal Plan **(Map E & Appendix H)**; (3) Mobility Programs **(Appendix I)**. The Plans and Programs includes detailed descriptions of mobility projects that serves as the basis for development of the mobility fee. The Plans includes existing funded mobility projects, as well as projects needed to meet future travel demand needs.

Planning level cost (PLC) estimates are established for each mobility project identified in the Plans based on cost data from the Village, FDOT District Four, and the Palm Beach County Transportation Planning Agency (TPA) **(Appendix F)**. The PLC estimates for each mobility project are subject to change as the projects move from design to engineering and ultimately onto construction. Multimodal capacities (MC) have been developed for each type of mobility project **(Appendix F)**.

The establishment of these multimodal capacities has been used to calculate a person miles of capacity (PMC) for each of the mobility projects. These multimodal capacities account for the capacity of sidewalks, cycle tracks, multi-use paths/trails, and roads. The following is a summary of the total length, and the planning level cost (PLC) and person miles of capacity increase (PMCi) for mobility projects that are not currently programmed or under construction **(Table 6)**.

Table 6: Mobility Plan Summary

Plans & Programs	Total Miles or Number of Projects	Planning Level Cost (PLC)	Person Miles of Capacity Increase (PMCi)
Roadway Plan	8.55 miles	$72,914,490	216,344
Multimodal Plan	43.44 miles	$87,736,283	183,678
Mobility Programs	10 Programs	$9,950,000	19,900
Total	51.99 miles	$170,600,773	419,922

Source: *Roadway Plan **(Appendix G).** Multimodal Plan **(Appendix H).** Mobility Programs **(Appendix I).** The basis for the Planning Level Cost (PLC) and Person Miles of Capacity (PMC) are summarized in **Appendix F**.*

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REASONABLY ANTICIPATED FUNDING

The availability of funding for the Mobility Plan over the next 20 years is projected to come from a variety of funding sources. These sources include the Village, new development, the federal government, Palm Beach County, partnerships, the State of Florida, and various transit providers. The Mobility Plan is the first step in a multi-step process to fund mobility within the Village. Proactively collaborating with new development is a way to advance mobility projects by entering into partnerships to extend these projects beyond development boundaries.

Palm Beach County and Palm Springs could allocate a portion of gas taxes and infrastructure sales tax towards the Mobility Plan. However, gas taxes have been declining locally, statewide, and nationally as vehicles have become more fuel efficient and the percentage of electric vehicles and hybrid vehicles increase. The federal government has not raised gas taxes in a number of years. The State of Florida annually adjust gas taxes on the first day of the year based on the prior year Consumer Price Index to adjust for inflation. The vast majority of gas taxes at all levels of government are largely earmarked for maintenance and operations of the existing transportation system, leaving minimal revenues available for new capacity and multimodal improvements.

The County's infrastructure sales tax, if renewed by referendum of the registered residents of Palm Beach County, provides a broader opportunity to have available funds to contribute towards mobility projects. The Palm Beach TPA has available federal and state funding identified through the 2045 Cost Feasible Long Range Transportation Plan (LRTP). A large portion of projected funding is allocated towards improvements on the Strategic Intermodal System (SIS), with a significant amount of the funds allocated toward the Florida Turnpike and Interstate 95. Historically, the Palm Beach TPA has a number of funding opportunities through grants and various pool of funds identified in the LRTP to allocate towards mobility projects. Funding for mobility projects on state roads is allocated through the LRTP and the FDOT State Transportation Improvement Program (STIP).

Over the next 20 plus years, it is reasonably anticipated that roughly **$39,918,013** in funding will be available to fund road and intersection improvements **(Table 7)**. A large portion **($18,681,425)** of the reasonably anticipated funding would come from federal and state sources for the future Lake Worth Road Improvements **(Appendix G)** and the lane repurposing of Lake Worth Road, Military Trail, and Forest Hill Lane **(Appendix H)**. In addition, the mobility fee methodology reasonably anticipates that the Village will receive roughly $650,000 of funding per year from various local, state, and federal sources, for a total of **$13,000,000** of funding through the 2045 Mobility Plan horizon.

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Table 7: Reasonably Anticipated Funding Summary

Roadway Plan Funding	**$2,213,108**
Multimodal Plan Funding	**$37,704,905**
Mobility Programs Plan Funding	**$0**
Other Sources	**$13,000,000**
Total	**$52,918,013**

Source: *Roadway Plan* ***(Appendix G).*** *Multimodal Plan* ***(Appendix H).***

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New Growth Evaluation (NGE)

A new growth evaluation has been conducted to ensure that new development is not paying for more than its attributable share of the cost of the mobility projects identified in the Mobility Plan, as required by case law and Florida Statute. The new growth evaluation factor (NGEf) is based on the increase in person miles of travel (PMT) and the increase in person miles of capacity (PMC) from the mobility projects Figure 7.

Figure 7: New Growth Evaluation Factor (NGEf)

New Growth Evaluation factor (NGEf)

NGEf = (PMTi / PMCi)

If NGEf > 1.00, then the NGEf is set at 1.00

Where:

PMTi = Person Miles of Travel increase (Table 3)

PMCi = Person Miles of Capacity increase (Table 6)

NGEf = New Growth Evaluation factor (Table 8)

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The new growth evaluation factor (NGEf) is **0.99 (Table 8)**. A NGEf ratio that is less than 1.00 indicates that more capacity is being provided than what is needed to meet future demand. The NGEf ratio is less than 1.00. Thus, the Mobility Fee is assessing new development for more person miles of capacity (PMC) than is what is needed to accommodate projected increases in person miles of travel (PMT). For purposes of the calculation of the Mobility Fee rate, the new growth evaluation factor (NGEf) is set to 0.99.

Table 8: New Growth Evaluation Factor (NGE)

Increase in Person Miles of Travel (PMTi)	416,585
Increase in Person Miles of Capacity (PMCi)	419,922
New Growth Evaluation factor (NGEf)	0.99

Source: *The increase in person miles of travel is based on Table 3. The increase in person miles of capacity is based on Table 6. The new growth evaluation calculation is based on the formula in Figure 7.*

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Person Miles of Capacity Rate (PMCr)

The first component for calculating a Mobility Fee is the calculation of a person miles of capacity rate (PMCr). The attributable planning level cost (PLCa) is based on the planning level cost (PLC) for the updated Mobility Plan Projects less the reasonably anticipated funding (AF). The assignable Mobility Plan Project cost (MPCa) is calculated by multiplying the planning level cost (PLCa) by the existing conditions evaluation factor (ECEf) and the new growth evaluation factor (NGEf). The assignable Mobility Plan cost (MPCa) is then divided by the increase in person miles of capacity (PMCi) to determine the person miles of capacity rate (PMCr) **(**Figure 8**)**.

Figure 8: Person Miles of Capacity Rate (PMCr)

Person Miles of Capacity rate (PMCr)

$\sum PLC = (\sum RPc + \sum MPc + \sum MPPc)$

$\sum AF = (\sum RPf + \sum MPf + \sum MPPf + \sum OSf)$

$PLCa = (\sum PLC - \sum AF)$

$MPCa = ((PLCa \times ECEf) \times NGEf)$

$PMCr = (MPCa / PMCi)$

Where:

PLC = Planning Level Cost (Table 6)

AF = Anticipated Funding (Table 7)

c = Cost

f = Funding

RP = Roadway Plan (Appendix G)

MP = Multimodal Plan (Appendix H)

MPP = Mobility Programs Plan (Appendix I)

OS = Other Sources (Table 7)

PLCa = Attributable Cost of Mobility Plan Projects (Table 9)

ECEf = Existing Conditions Evaluation factor of 1.00 (Table 5)

NGEf = New Growth Evaluation factor of 0.99 (Table 8)

MPCa = Assignable Cost of Mobility Plan Projects (Table 9)

PMCi = Person Miles of Capacity increase (Table 6)

PMCr = Person Miles of Capacity Rate (Table 9)

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The following is the calculation for the Person Miles of Capacity Rate (PMCr) illustrated in **Figure 8**:

PLC of $170,600,773 = ($72,914,490 + 87,736,283 + 9,950,000)

AF of $52,918,013 = ($2,213,108 + $37,704,905 + $0 + $13,000,000)

PLCa of $117,682,760 = ($170,600,773 - $52,918,013)

MPCa of $116,505,930 = ($117,682,760 x 1.00) x 0.99)

PMCr of $277.91 = ($116,505,930 / 419,922)

With an assignable Mobility Plan Cost (MPCa) of **$116,505,930** and a Person Miles of Capacity increase (PMCi) of **419,922**, the calculated Person Miles of Capacity PMC rate (PMCr) is **$277.91 (Table 9)**. The PMCr will be multiplied by the Person Travel Demand per land use on the Mobility Fee schedule to calculate the Mobility Fee rate per land use.

Table 9: Person Miles of Capacity Rate (PMCr)

Planning Level Cost (PLC)	**$170,600,773**
Anticipated Funding (AF)	**$52,918,013**
Attributable Planning Level Cost (PLCa)	**$117,682,760**
Existing Conditions Evaluation Factor (ECEf)	**1.00**
New Growth Evaluation Factor (NGEf)	**0.99**
Assignable Mobility Plan Cost (MPCa)	**$116,505,930**
Increase in Person Miles of Capacity (PMCi)	**419,222**
Person Miles of Capacity Rate (PMCr)	**$277.91**

Source: *Roadway Plan **(Appendix G)**. Multimodal Plan **(Appendix H)**. Mobility Programs **(Appendix I)**. The Planning Level Cost (PLC) of mobility projects per **Table 6**. The anticipated and assumed funding per **Table 7**. The Existing Conditions Evaluation factor (ECEf) is obtained from **Table 5**. The New Growth Evaluation factor (NGEf) is obtained from **Table 8**. Person Miles of Capacity increase (PMCi) per **Table 6**. The Person Miles of Capacity Rate (PMCr) was determined per **Figure 8**.*

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PERSON TRAVEL DEMAND PER USE (PTDU)

The second component for calculating a Mobility Fee for land uses in the Mobility Fee schedule is the calculation of person travel demand (PTD) for each use. The factors utilized in the calculation of person travel demand (PTD) for each use are the principal means to achieve the "rough proportionality" test established by the courts and Florida Statute 163.31801.

Trip Generation

Trip generation rates are based on daily trip information published in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th edition. The detail for the daily trip generation rates for each land use is included in **Appendix J.** For uses where daily trips are not provided or there are only a few studies, the AM and PM Peak hours of adjacent street traffic were averaged and divided by a peak-to-daily ratio to derive daily trips.

The Mobility Fee schedule requires that trip generation rates for non-residential uses be based on multiple land uses. The trip generation for Mobility Fee schedule land uses such as Community Serving, Long Term Care, and Overnight Lodging are based on weighted AM and PM trip generation data to develop the daily trip generation rates. Additional detail is provided in **Appendix J.**

The simplest way to calculate the daily trip generation rate for a use, where trip generation is based on multiple trip generation rates, would be to simply average the trip rates. The issue with a simple average is that the ITE Manual may only have one (1) or two (2) studies for a given land use and 50 studies for another use. Generally, the greater the number of studies, the more accurate the trip generation rate is for a given use. To ensure that a trip generation rate based on one (1) study does not have the same weight as a trip generation rate based on 30 studies, a weighted trip generation rate is calculated for each Land Use where daily trips are based on more than one ITE land use code.

% New Trips

The percentage of new trips is based on a combination of the various pass-by analyses provided in ITE's Trip Generation Handbook, 3rd edition and various traffic studies conducted throughout Florida. The percentage of new trips differs slightly from the commonly used pass-by trip term as it is the percentage difference in trips after pass-by trips are deducted. While ITE's Trip Generation Handbook does not recognize pass-by rates for uses other than retail, pass-by rates are utilized for uses such as medical offices, day care, entertainment, and recreation use to reflect how people move about the community. The detail for the % new trips is included in **Appendix K**. The concept is better understood based on the following example:

(10 trips x (100% - 30% pass-by rate)) = 7 trips or 70% new trips).

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Vehicle Trip Length (VTl)

The vehicle trip length (VTl) is used to calculate the vehicle miles of travel for land uses in the mobility fee schedule. Vehicle trip lengths are based on the 2022 National Household Travel Survey (NHTS). The NHTS vehicle trip length data is based on travel surveys collected for the South Atlantic Region of the U.S., which includes Florida.

The travel surveys are from metropolitan statistical areas with a population of more than 1,000,000 with heavy rail service, which includes the central portions of Palm Beach County **(Appendix L)**. Vehicle trip lengths vary by trip purpose. Several trip purposes have been combined to more accurately reflect trip characteristics of the uses established in the Mobility Fee schedule.

The travel survey data utilized are for trips of 10.0 miles or less. The U.S. Department of Transportation has been evaluating household trip length data for all counties in the U.S. The trip length data measures population staying at home, population making trips, trips of 5 miles or less, 5 to 10 miles, and varying trip lengths greater than 10 miles. The data has been collected monthly since 2019. Within Palm Beach County, more than 65% of all household trips are less 5 miles or less and 81% of all household trips are 10 miles or less **(Appendix M)**. Trips over 10 miles in length would primarily be using limited access roads such as the Florida Turnpike and Interstate 95.

Limited Access Evaluation Factor (LAEf)

Travel on Interstate 95 (I-95), which is a limited access facility, is excluded from Mobility Fee calculations as I-95 is principally funded and maintained by the Federal Government in coordination with FDOT. To ensure development that generates new person travel demand is not charged for travel on I-95, a limited access factor has been developed based on 2025 VMT **(Table 2)**. The limited access evaluation factor (LAEf) of **0.754** is based on 25% of VMT occurring on I-95 **(Table 10).** An adjustment was applied to account for the fact that Palm Springs is only located on the west side of I-95. The LAEf adjustment is applied to the VMT per land use **(Appendix K)** and is used in the calculation of person travel demand per land use **(Appendix K).**

The following is the calculation for the Limited Access Evaluation factor (LAEf):

Limited Access VMT x 0.5 = Limited Access (West) VMT

Arterial & Collector Roads VMT + Limited Access (West) VMT = Total VMT

Arterial & Collector Roads VMT divided by Total VMT = Limited Access Evaluation factor

810,730 x 0.5 = 405,365; 1,241,730 + 405,365 = 1,647,095; (1,241,730 / 1,647,095) = 0.754

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Table 10: Limited Access Evaluation Factor (LAEf)

Facility	2025
Arterial & Collector Roads VMT	1,241,730
Limited Access VMT	810,730
Limited Access VMT West Adjustment	0.50
Limited Access (West) VMT	405,365
Total VMT	1,647,095
Limited Access Evaluation Factor (LAEf)	0.754

Source: *Growth in Vehicle Miles of Travel (**Table 2**).*

Origin Destination Factor (ODf)

Trip generation rates represent trip-ends at the site of a land use. Thus, a single origin trip from home to work counts as one trip-end for the residence and from work to the residence as one trip-end, for a total of two trip ends. This distributes the impact of travel between origins and destinations of trips based on the overall share of travel by trip purpose. The application of the origin and destination factor (ODf) eliminates double charging new development for the same trip. The ODf is used in the calculation of PTDu (**Appendix K**).

Vehicle Miles of Travel (VMT)

The vehicle miles of travel are calculated based on trip generation, percent new trips, vehicle trip length, the limited access evaluation factor, and the origin and destination factor (**Appendix K**). The vehicle miles of travel (VMT) for land uses in the mobility fee schedule are then converted into person travel demand (PTD) based on the person miles of travel (PMT) factor.

Person Miles of Travel Factor (PMTf)

The person miles of travel factor (PMTf) are used to convert the vehicle miles of travel (VMT) to person travel demand (PTD) for land uses in the mobility fee schedule. The PMTf allows for the conversion of vehicle travel to person travel by accounting for people walking, bicycling, riding transit, and for vehicle occupancy. The person miles of travel factor (PMTf) are based on the 2022 National Household Travel Survey (NHTS). The NHTS vehicle trip length data is based on travel surveys collected for the South Atlantic Region of the U.S., which includes Florida. The travel surveys are from metropolitan statistical areas with a population of more than 1,000,000 people with heavy rail service, which includes the central portions of Palm Beach County **(Appendix L)**.

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The person miles of travel factor (PMTf) vary by trip purpose. Several trip purposes have been combined to more accurately reflect trip characteristics of the uses established in the Mobility Fee schedule. The assigned PMTf per land use is established in **Appendix K.**

Person Travel Demand per Land Use (PTDu)

The result of multiplying vehicle miles of travel (VMT) by the person miles of travel factor (PMTf) is the establishment of a Person Travel Demand per land use (PTDu) **(Appendix K)**. The PTD per land use reflects projected person travel during an average weekday for the various land uses in the Mobility Fee schedule. The calculation for Person Travel Demand (PTD) is illustrated in **Figure 9**:

Figure 9: Person Travel Demand per Use (PTDu)

Person Travel Demand per use (PTDu)

VMTu = ((((TG x % NEW) x VTl) x LAEf) x ODf)

PTDu = (VMTu x PMTfu)

Where:

VMTu = Vehicle Miles of Travel per use (Appendix K)

TG = Trip Generation (Appendix J)

%NEW = Percent of Trips that are Primary Trips (Appendix K)

VTl = Vehicle Trip Length by Trip Purpose (Appendix K)

LAEf = Limited Access Evaluation factor of 0.754 (Table 10)

ODf = Origin and Destination Factor of 0.50 (Appendix K)

PTDu = Person Travel Demand per use (Appendix K)

PMTfu = Person Miles Travel factor per use (Appendix K)

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The following is an example of the calculation of the Person Travel Demand (PTD) for a single-family detached residential land use per 1,000 sq. ft. **(Appendix K).**

Trip Generation (TG): 5.62
% New Trips (%NT): 1.00
Vehicle Trip Length (VTl): 3.86
Limited Access Adjustment factor (LAEF): 0.754
Origin & Destination Factor (ODf): 0.50
Vehicle Miles of Travel (VMT): 8.18
Person Miles of Travel factor (PMTF): 1.61
Person Travel Demand (PTD): 13.17

((((TG x % NT) x VTl) x LAEf) x ODf) = VMT; (VMT x PMTf) = PTDu
((((5.62 x 1.00) x 3.86) x 0.754) x 0.50) = 8.18; (8.18 x 1.61) = 13.17

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MOBILITY FEE ASSESSMENT AREA

There are two kinds of geographic areas in mobility fee systems: assessment areas and benefit districts. Assessment areas are based on either a physical location, such as a downtown, or a type of development pattern, such as a traditional neighborhood development (TND). New development within the Village only pays the mobility fee rate applicable to the assessment area in which the new development is located.

The establishment of different assessment areas is done in recognition that certain geographic locations or types of developments will result in shorter trips, more people walking and bicycling, and higher levels of internal capture; thus, minimizing impact to the external roadway network. Multiple assessment areas are established for mobility fees to reflect differences dues to internal capture or external distribution of trips.

Multiple assessment area options within the Village were considered based on a review of the Future Land Use Element (FLUE), Future Land Use Map (FLUM), and current development patterns. The FLUE, FLUM and current development patterns for the Village do not feature enough variation to warrant Mobility Fees that vary by assessment area. Should the Village adopt future land use policies for mixed-use developments such as traditional neighborhood developments (TNDs), then the Village may elect to establish a mixed-use assessment area to account for internal capture of trips in a future update of the Mobility Fee.

The Palm Springs mobility fee features a single **Assessment Area** for the Village (**Map A**). The assessment area defines where a mobility fee is assessed and collected from new development. The mobility fee is assessed at the time of development order application and is paid at the time a development permit is issued, or equivalent approval is granted by the Village.

The Mobility Fee Ordinance will address assessment and imposition of the mobility fee on new development. The Mobility Fee Ordinance may either incorporate the Assessment Area map by reference or include the map as an exhibit to the Ordinance.

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MOBILITY FEE SCHEDULE

To ensure the rough proportionality test is addressed, the person travel demand of individual land uses is used to calculate the mobility fee rate per use (MFru) in the mobility fee schedule **(Appendix N)**. The mobility fee rate is based on the person travel demand for each use (PTDu) listed on the mobility fee schedule multiplied by the person miles of capacity rate (PMCr).

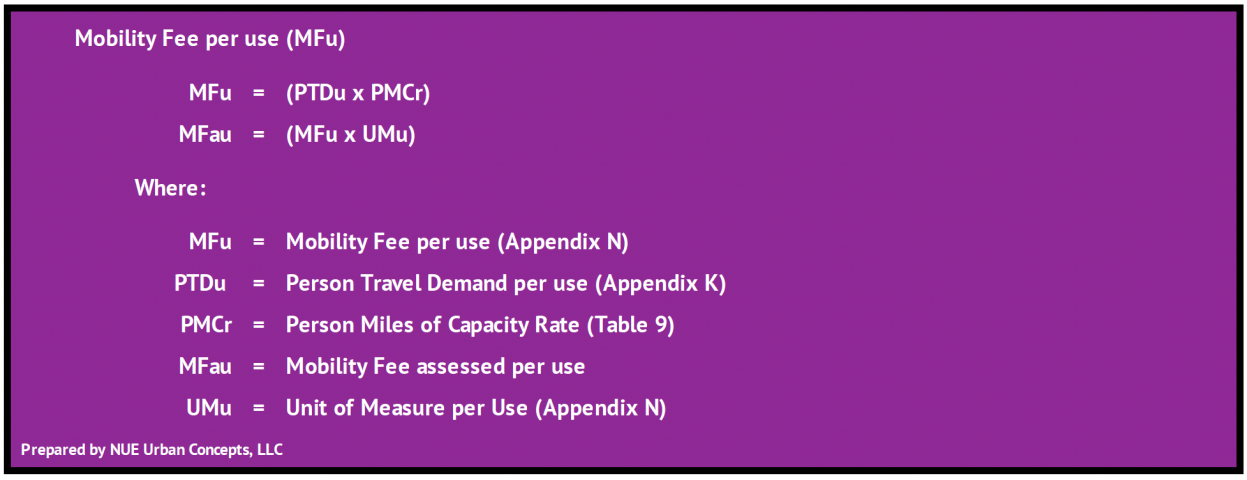
The calculated person travel demand for each use (PTDu) represents the full person travel demand impact of that land use within the Mobility Study Area **(Appendix K)**. The mobility fee rate per use (MFru) has been developed to fund the mobility projects needed on Village, County, and State Roads to address growth in future travel demand. Payment of the mobility fee based on land uses in the mobility fee schedule allows new development to equitably mitigate its impact to the Village's transportation system.

The Mobility Fee schedule provides fee rates on a per 1,000 square foot or applicable unit of measure basis **(Appendix N)**. New development is assessed a mobility fee per use (MFau) at the time of building permit application on a per square foot basis or applicable unit of measure. The calculations for determining the mobility Fee are illustrated in **Figure 10.** The following is an example of the mobility fee calculation for a 1,500 sq. ft. single-family detached residential dwelling where the unit of measure (UM) is per 1,000 sq. ft.:

(PTDu x PMCr) = MFru; Sq. Ft. (sf) / 1,000 = UMu; MFru x UMu = MFau

(13.17 x $277.91) = $3,659; (1,500 / 1,000) = 1.50; (1.50 x $3,659) = $5,489

Figure 10: Mobility Fee Calculation



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The mobility fee schedule seeks to strike a balance between the Village's Comprehensive Plan and current market trends. The uses included on the mobility fee schedule enable the Village of Palm Springs to use the Mobility Fee as an additional tool to further integrate land use and transportation planning consistent with the Village's Comprehensive Plan. The calculated mobility fee per land use is provided in **Appendix N**.

The mobility fee schedule of uses is broken down into five (5) components that are further described below the figure: (1) category of land uses; (2) individual land use classifications; (3) representative land uses; (4) Assessment Area; and (5) the mobility fee rates per land use. The following is an example the five (5) components of the mobility fee schedule **(Figure 11).**

Figure 11: Mobility Fee Schedule Components

Five (5) Components of a Mobility Fee Schedule	
Use Categories, Uses Classifications, & Representative Uses	**(Assessment Area)**
	Village-wide
(1st Use Category) = Institutional Uses per sq. ft.	
(2nd Use Classification) = Community Serving **(3rd Representative Use) = (Center, Club, Clubhouse, Lodge, Museum, Performance Venues, Place of Assembly or Worship)**	**(5th Mobility Fee Rates)**

The first (1st) component is overall categories of land uses, such as residential or office. Under each overall category there are multiple uses for which a mobility fee is calculated. The overall category is generally consistent with the function of a given land use for the individual land use classification. These overall categories are generally consistent with the Village Comprehensive Plan and the ITE Trip Generation Manual. These categories headings also specify if the individual uses are calculated on a per 1,000 square feet or a different unit of measure, such as the per acre for Outdoor Recreation.

The second (2nd) component is individual land use classifications, such as community serving or high impact retail. These individual land use classifications have similar person travel demand characteristics and / or similar functions to the overall land use category. These individual land use classifications are generally consistent with the ITE Trip Generation Manual classification under a given category of land uses. The individual land use classifications will specify the unit of measure to calculate the mobility fee if it differs from a rate per 1,000 square feet.

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The third (3rd) component is representative land uses under the individual land use classifications. These representative land uses are shown in brackets such as (Afterschool, Child Care or Day Care, K-12, Pre-K, Trade School, Tutor) after the individual land use classification of Private Education. These representative land uses have similar person travel demand characteristics and functions to the individual land use classification.

These land uses are not exhaustive and are intended to serve as a guide to describe the types of use that would be assessed a mobility fee based on the rate for the individual land use classification. The definition of each individual land use classification provides further detail on the types of representative land uses that would fall under an individual land use classification. These representative land uses are generally consistent with the ITE Trip Generation Manual classification under a give category of land uses and individual land use classifications.

The fourth (4th) component is the Assessment Area. The mobility fee schedule includes a single assessment area. In the future, the Village could consider additional assessment areas.

The fifth (5th) component is the Mobility Fee rates per land use classification. The Mobility Fee rates are illustrated for each land use. The Mobility Fee for an individual land use is determined by multiplying the mobility fee rate by the applicable unit of measure.

Residential Land Uses

The Mobility Fee schedule proposes a streamlined approach to residential mobility fees that is easy to administer and addresses affordability. The schedule proposes a flat residential Mobility Fee rate per square foot for residential uses, regardless of the type of residential use. The Mobility Fee is set up so that a 600 sq. ft. studio pays for 600 sq. ft., a 1,200 sq. ft. two-bedroom apartment pays for 1,200 sq. ft., and a 2,000 sq. ft. single-family detached dwelling pays for 2,000 sq. ft. There is a direct correlation between the size of a unit and the Mobility Fee to be paid.

The calculation of Mobility Fees per sq. ft. is consistent with how the building industry prices permits and is a tool available to the Village to address affordability. The transition to a flat residential Mobility Fee rate, regardless of the type of residential use, reflects that as the size of a residential dwelling unit increases, there is a corresponding increase in the number of bedrooms and vehicles per household **(Appendix O)**. An analysis of data from the 2022 National Household Survey illustrates that as the number of vehicles increases and household size increases, so does the corresponding vehicle miles of travel **(Appendix P).** Thus, similar to the trip generation rates for non-residential land uses, as the size of a dwelling unit increases, so does the number of associated vehicle trips.

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Affordable or Workforce Housing

The Mobility Fee schedule does not feature a calculated Mobility Fee rate for affordable or workforce housing. The Village of Palm Springs, per Florida Statute Section 163.31801 (11), could elect to waive mobility fees for affordable housing per Florida Statute Section 420.9071.

Institutional Uses

The Mobility Fee schedule features three institutional use classifications: (1) community serving; (2) long term care; and (3) private education. Community serving uses include civic uses, museums, performing arts venues, and places of assembly, such as clubs, lodges, and places of worship. Long term care uses include adult day care, assisted living facilities, congregate care facilities, group care, and nursing homes. Private education uses include day cares, private schools, and Pre-K. Public and charter schools are exempt from mobility fees and impact fees per Florida Statue.

Recreational Uses

The Mobility Fee schedule includes two recreational use classifications: (1) outdoor recreation; and (2) indoor recreation. Outdoor recreation uses consist of uses such as golf courses, tennis courts, and multipurpose recreation facilities, and the mobility fee is based on the number of acres. A separate indoor recreation category is included and is based on a rate per sq. ft. for indoor uses such as gyms, health clubs, yoga, and dance studios.

Industrial Uses

The Mobility Fee schedule features one industrial use category. The industrial category includes general industrial uses such as heavy industrial, assembly, manufacturing, microbreweries, and trades, as well as commercial storage uses such as mini-warehouses, outdoor storage, and warehouses.

Office Uses

The Mobility Fee schedule features two office use categories. The first use is for business office uses such as accounting or real estate. The general office use also includes hospitals and higher education. The second use is medical, such as clinics, dentist, medical doctors, emergency care, and veterinary. Medical office uses generate two to three times the number of trips as a non-medical office use, while hospitals have a daily trip generation consistent with non-medical office uses.

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Retail Land Uses

The Mobility Fee schedule includes four retail use classifications: (1) retail; (2) high impact retail; (3) convenience retail; and (4) quick service restaurant. A significant update in the 11th edition of the ITE Trip Generation Manual is the addition of several multi-tenant retail center use classifications. This change prompted the development of a general retail use classification. These uses tend to have similar trip generation characteristics that are generally less than 75 trips per 1,000 square feet.

The second category is high impact retail. These uses tend to have similar trip generation characteristics of roughly 75 to 125 trips per 1,000 square feet and consist of banks, grocery stores, sit down restaurants, and pharmacies. The third category is convenience retail and includes uses such as gas stations and convenience stores. As the highest trip generating land uses in the ITE Manual, these uses tend to have trip generation rates over 250 trips per 1,000 square feet. The fourth category is Quick Service Restaurant, aka fast-food restaurants, that tend to have trip generations rates of more than 200 trips per 1,000 square feet.

Non-Residential Uses

The Mobility Fee schedule proposes eight non-residential uses where the mobility fee is based on a unit of measure other than per 1,000 sq. ft. These non-residential land uses include: (1) automotive repair establishment; (2) commercial use drive-thru; (3) financial services drive-thru; (4) overnight lodging; (5) quick service restaurant drive-thru; (6) mobile residence; (7) vehicle charging or fueling; and (8) vehicle cleaning.

Overnight lodging includes hotels, motels, bed and breakfast, and other transient accommodations. The Mobility Fee for overnight lodging is based on a rate per room.

To reflect higher travel demand, seven (7) of these non-residential uses are additive mobility fees. As more land uses downsize, a Mobility Fee based solely on building size does not fully capture the travel demand impact of certain high travel demand uses. A Mobility Fee for any retail building would be assessed at the appropriate mobility fee rate.

In addition, uses with a bank, quick service restaurant, or pharmacy drive-thru, a car wash, or a commercial motor vehicle charging or fueling position would pay additive fees based on the number of features proposed for the development activity or existing development retrofit.

Quick service restaurant uses are experiencing a transformation where buildings are getting smaller, while the number of drive-thru lanes and delivery services are increasing. Due to their high travel demand impact, an additive fee has been calculated per quick service drive-thru lane

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to capture the impact of quick service uses that offer one or more drive-thru lanes. Some quick service uses are migrating to walk-up ordering, outdoor seating only, with two drive-thru lanes and one delivery pick-up lane, further increasing travel demand. This impact is not captured by simply evaluating the building.

Some financial institutions, especially Credit Unions, are increasing their brick-and-mortar presence to attract additional customers. Other banks are eliminating branches entirely and just offering drive-thru or walk-up free-standing ATMs. For banks with drive-thru lanes, an additional Mobility Fee is assessed per drive-thru lane. A Mobility Fee is also assessed for any free-standing walk-up ATMs or ATMs accessed via drive-thru lanes.

Convenience uses have primarily been uses with motor vehicle fueling. Increasingly superstores, supermarkets, variety stores, and wholesale clubs have started to add vehicle fueling. The additive mobility fees will be assessed to any use that offers commercial vehicle charging and fueling and is accessible to the public or through a membership club. The mobility fee is assessed per commercial charging station or fueling position. Any motor vehicle charging station that does not charge for service will not be assessed a mobility fee, such as charging stations provided in a public or private garage that do not charge for use.

Uses with a car wash shall be required to pay a mobility fee per lane, stall, or bay for the use, plus any mobility fee associated with any building space that are not captured as part of a lane, stall, or bay. Any building solely for maintenance or supply purposes that does not include any accessible spaces for personnel would not be required to pay a mobility fee beyond that associated with the additive fee for the car wash.

Uses with a repair or service bay shall be required to pay a mobility fee per bay or stall, plus any mobility fee associated with any building spaces that are not captured as part of a lane, stall, or bay. These uses would include vehicle repair or service, quick lube, tire stores, as well as any vehicle accessories or modifications.

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MOBILITY FEE COMPARISON

A comparison between the Village of Palm Springs Mobility Fee and the existing Palm Beach County road impact fee has been prepared **(Appendix Q).** While the comparison is a useful metric, the Village Mobility Fee and County road impact fee: (1) use very different methodologies; (2) were calculated by different consultants; and (3) were prepared at different times. The land uses listed in the Village and County fee schedule are not the same. Therefore, a best fit analysis was used to allow for the comparison. The County's road impact fee is based on rates from their 2022 road impact fee study. The Village Mobility Fee is based on the most recent and localized data as of 2025. The County provides 49 different impact fee rates. The Mobility Fee schedule is more streamlined with a total of 21 rates.

The County road impact fee uses a consumption-based methodology based on an adopted level of service standard, rather than specific road projects that the County intends to construct. The Palm Springs Mobility Fee uses a plan-based methodology where the Mobility Fee is based on the cost to construct specific mobility projects. The County's road impact fee uses vehicle miles of travel and trip lengths to determine its road impact fee based on studies completed in the 1990's and 2000's. The Village Mobility Fee uses person miles of travel, person miles of capacity, person travel demand, and trip lengths based on the 2022 National Household Travel Survey (NHTS). The uses and units of measure also differ when comparing the County road impact fee and the Village's Mobility Fee.

The Village's Mobility Fee for residential land uses is based on the habitable square footage for single-family residential uses and total square footage under roof for multi-family residential uses. The Palm Beach County road impact fee for residential land uses is calculated per dwelling unit, regardless of the square footage. On a per 1,000 sq. ft. basis, Palm Springs Mobility Fee is lower than the County road impact fee per dwelling unit. The Mobility Fee for a 1,500 square foot single-family detached residential dwelling results in a slightly lower fee than the County's Road impact fee for the same dwelling **(Appendix Q)**. Likewise, the Mobility Fee for a multi-family residential development / building will be similar to the County when considering total square footage.

The Village's Mobility Fee is lower than the County Road impact fee for most land. There are a few rates that are slightly higher than the County, with most of that difference due to differences in units of measure for a given land use, such as assisted living facilities. Overnight lodging and vehicle cleaning land uses are higher based on higher trip generation rates from the 11th edition of the ITE Trip Generation Manual versus the rate the County used from the 10th edition of the Manual as part of its update. Higher rates are relative as the unit of measure is very different for several land uses, making exact comparisons more difficult to evaluate. Further, the Mobility Fee counts for all travel on Village, County, and State Roads.

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MOBILITY FEE BENEFIT DISTRICT

The benefit test of the dual rational nexus test requires that local governments establish defined areas or districts within which mobility fees collected are earmarked for expenditure. The geographic limits of the proposed Mobility Fee Benefit District include the current Village limits, enclaves, and portions of unincorporated Palm Beach County **(Map B).** The extension of a Mobility Fee Benefit District beyond current Village limits was done in recognition that travel demand does not start or stop at Village limits **(Map B)**.

Having a Mobility Fee Benefit District that extends beyond the Village limits ensures that the Village can expend Mobility Fees on projects identified in the Mobility Plan outside the Village limits that cross enclaves or terminate at logical endpoints. It also allows the Village to address extra jurisdictional impacts and to work in a cooperative manner with adjacent municipalities, the County, and FDOT to partially fund mobility projects that would provide a mobility benefit to new development that pays the mobility fee. The extended boundaries also ensure the ability of the Village to fund mobility projects across enclaves and in surrounding areas to provide for continuity and connectivity.

To advance mobility projects and to form public / private partnerships, the Village may elect to establish a development specific mobility fee benefit district. A development specific benefit district would accommodate instances where new development advances mobility projects within a defined area. The benefit district could be a tool to collect mobility fees from various end users within a defined development and reimburse the new development that advanced the mobility project with mobility fees collected within the benefit district.

The benefit district could also include unaffiliated third party development activity within a defined area that would pay its mobility fee, and the Village would reimburse the development that provided a mobility benefit outside of the limits of its development boundary. Any development specific benefit district would be established through a developer agreement between the Village and the new development. The agreement would address the limits of the district and any development specific collection of mobility fees, utilization of credit, or reimbursement to the developer.

The Village will be required to establish a mobility fee special revenue account. Special revenue fund accounts ensure that mobility fees are expended within the Benefit District and are appropriately accounted for to address annual State mandated audit requirements for Mobility Fee collections and expenditures.

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DEFINITIONS

Any defined term in this Technical Report does not supersedes definitions in the Village's Comprehensive Plan or Land Development Regulations for non-mobility fee related purposes.

Amenities and Ancillary Uses means buildings, structures, and lands with a clubhouse, meeting spaces, laundry facilities, guard houses, fields, courts, indoor or outdoor recreation uses, garages, parking structures, barns, sheds, landscape maintenance facilities that do not generate additional person travel demand, are not open to the public, are not a commercial use. These amenities are generally associated with residential developments and overnight lodging. These uses are not assessed a mobility fee unless they are open to the public and charge for use either through cash or electronic payment or through membership or club dues.

Assessment Area means a geographic area of the Village or a specific development pattern where mobility fees are assessed on new development.

Automative Repair Establishment means a building, bays, service bays, stalls, or stations for the routine maintenance of motor vehicles including oil changes, cleaning, or replacing filters, replacing windshield wipers, changing tires, providing for maintenance, service, and repair, and changing and topping off vehicle fluids and falls under the description of ITE Trip Generation Manual Land Use Code Series 800 and 900. Any building square footage associated with motor vehicle service would fall under retail uses and pay the applicable impact fee per the square footage of the building not associated with the quick lube service.

Benefit District means areas a geographic area of the Village where mobility fees paid by new development are expended on mobility projects.

Business Uses means general offices, hospitals, higher education, post-secondary trade schools, and professional activities primarily involving the provision of professional or skilled services, including but not limited to accounting, legal, real estate, insurance, financial, engineering, architecture, accounting, and technology.

Capacity means the maximum sustainable flow rate, at a service standard, at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a bicycle facility, pedestrian facility, roadway, or shared-use multimodal facility during a given time-period under prevailing conditions. For transit, the capacity is the maximum number of persons reasonably accommodated riding a transit vehicle, along with the frequency and duration of transit service.

Commercial Use Drive-Thru means any drive-thru lane associated with a personal service or retail use. The drive-thru may include an order window or a door, window, or other means of access to drop-off or pick-up up goods, items, services, ordered through a mobile app or online. Common uses include dry cleaners or pharmacies. Increasingly retail uses are including drive-thru lanes to pick up ordered goods. Drive-thru lanes associated with a bank, fast food or quick service restaurant,

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financial institution, or auto wash are assessed additive mobility fees. Retail uses include those under ITE Land Use Codes Series 800 and 900, except those uses included on the mobility fee schedule with defined mobility fee rates.

Community Serving means those uses that are operated by non-profit civic organizations, governmental entities, foundations, or fraternal organizations, including places of assembly. Community serving also includes uses such as YMCA, museum, art studio, gallery, cultural center, community meeting spaces, community theater, library, or a fraternal or masonic lodge or club, or any community and civic based uses that do not sell retail goods or services for profit and that participates in community and public activities. Food, beverages, goods, and services may be offered for ancillary fundraising and sales to support the community serving use.

Convenience Retail means a use that sells convenience goods and products as further defined in the ITE Trip Generation Manual for Land Use Codes 851, 944, 945, and 950. Convenience store uses with motor vehicle charging or fueling shall be assessed an additive impact fee per charging or fueling position. Convenience store uses with third party restaurants shall be assessed mobility fees for the areas for quick service restaurants and based on those applicable rates for the defined areas. Uses with quick service drive-thru lanes shall also be assessed impact fees per drive-thru. Uses with motor vehicle cleaning shall be assessed impact fees for the motor vehicle cleaning units of measure.

Financial Service Drive-Thru Lane or Free-Standing ATM means any bank, financial institution, credit union, with a drive-thru lane used for banking purposes such as deposits, withdrawals, balance inquires, or bill pay. The drive-thru may include either a teller window, pneumatic device for transferring banking information or funds, or an Automated Teller Machine (ATM). An ATM inside or attached to a building that has a use open to the public or end user is not assessed a separate fee as a stand-alone ATM. This use also includes free standing bank drive-thru lanes and freestanding walk-up or drive-thru ATM machines. The fee shall be based upon the total number of drive-thru lanes with a banking window, pneumatic device, or ATM and/or the total number of free-standing ATM's. Free-standing ATM's may be either walk-up or feature drive-thru lanes.

High Impact Retail shall mean grocery stores, supermarkets, superstores, variety stores, package stores, liquor, or alcohol for off-site consumption, where 50% or more of the gross square footage of the use is for the sale of edible or drinkable goods. These uses may offer other goods, products, and services such as on-site consumption of food or beverages, pharmacies, cleaning and household supplies, pharmacies, and other personal services. High Impact Retail uses also include banks, credit unions, sit-down restaurants, and pharmacies. These uses generally generate between 75 and 250 daily trips per 1,000 sq. ft.

Impact shall mean any new development that results in an increase in person travel demand above the demand generated by the existing use of property, including submerged properties.

Indoor Recreation means facilities that primarily focus on individual or group fitness, exercise, training or provide recreational activities. The uses typically provide exercise, dance or cheerleading

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classes, weightlifting, yoga, Pilates, cross-fit training, fitness, and gymnastics equipment. Indoor commercial recreation also includes uses such as bowling, pool, darts, arcades, video games, batting cages, trampolines, laser tag, bounce houses, skating, climbing walls, and performance centers. Food, beverages, equipment, and services may be offered for ancillary sales.

Industrial means those activities which are predominantly engaged in building and construction trades, the assembly, distribution, finishing, packaging, processing, production, and/or storage of goods or products, utilities, recycling, waste management and uses that include brewing and distilling that may have taps, sampling or tasting rooms, and include those uses specified in the ITE Trip Generation Manual under Land Use Code Series 000 and 100 excluding governmental uses and commercial storage uses. Industrial uses typically have ancillary office space and may have display or merchandise display areas for various trades and industries that are not open to the general public. Industrial uses are also located in land uses and zoning districts intended for industrial uses.

Industrial Uses means those activities which are predominantly engaged in the assembly, distribution, fabrication, finishing, packaging, processing, production, storage, and/or warehousing of goods and products and which include those uses specified in the ITE Trip Generation Manual under Land Use Code Series 000 and 100 but excluding governmental uses. Industrial Uses also means facilities or acreage in which one or more warehouses, storage units or vaults are rented for the storage of goods and/or acreage or is providing for the storage of boats, RVs, vehicle trailers and other physical items that are larger than what is typically stored within an enclosed structure. The acreage for outdoor storage, excluding drive aisles, buffers, and stormwater management areas, shall be converted to square footage for purposes of calculating the fee. This shall not include an individual's personal property where such items are stored by the owner of the land and not for commercial purposes, subject to allowance by land development and zoning regulations.

Institutional Uses means those public or quasi-public uses that serve one or more community's social, educational, health, cultural, and religious needs and which include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 500, and includes Land Use Codes 253, 254, 255, and 620. Land Use Codes 540 and 550 are included in office uses and 580 and 590 falls under community serving. Federal, state, and local government institutional uses, except for community development districts, are exempt from payment of mobility fees.

ITE Trip Generation Manual means and refers to the latest edition of the report entitled "Trip Generation" produced by the Institute of Transportation Engineers (ITE), and any official updates.

Level of Service (LOS) means a quantitative stratification of the level of service provided to a facility, roadway, or service stratified into six letter grade levels, with "A" describing the highest level and "F" describing the lowest level; a discrete stratification of a level of service continuum.

Long Term Care means communities designed for long term care of on-site residents, such as assisted living facilities, congregate care facilities and nursing homes, with common dining and on-

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site health facilities for residents that is not a general retail or commercial use open to the public. This use includes ITE Trip Generation Manual Land Use Codes 253, 254, 255, and 620.

Medical or Dental Office means a building or buildings that provide medical, dental, or veterinary services and care. Medical office shall also include any clinics, emergency care uses, and any uses specified in the ITE Trip Generation Manual under Land Use Code Series 600, including Land Use Code 720. Land Use Code 620 is included under Long Term Care land uses.

Micromobility means electric powered personal mobility devices such as electric bicycles, electric scooters, hoverboards, One-Wheel, Unicycle, electric skateboards, and other electric assisted personal mobility devices. Low speed vehicles such as golf carts or mopeds are not considered personal micromobility devices.

Microtransit means electric powered low speed vehicles autonomous transit shuttles, golf carts, neighborhood electric vehicles, and transit circulators that seat less than 15 passengers.

Mobility means the ability to move people and goods from an origin (beginning point) to a destination (end point) by multiple modes of travel in a timely (speed) manner.

Mobility Fee means a monetary exaction imposed on new development to fund mobility projects identified in the most recently adopted mobility plan.

Mobility Fee Expenses means expenditures for: (a) the repayment of principal and interest or any redemption premium for loans, advances, bonds, bond anticipation notes, and any other form of indebtedness then outstanding consistent with statutory allowances and used to advance mobility projects identified in the mobility plan; (b) reasonable administrative and overhead expenses necessary or incidental to expanding and improving mobility projects; (c) crosswalks, elevated crossings, bridges, traffic control and crossing warning devices, landscape, trees, way finding, irrigation, hardscape, streetscape, and lighting related to projects; (d) micromobility devices, microtransit vehicles, programs and services, (e) mobility hubs, rail stations with parking structures, transit circulators, facilities, programs, shuttles, services and vehicles; (f) reasonable expenses for engineering studies, stormwater reports, soil borings, tests, surveys, construction plans, and legal and other professional advice or financial analysis relating to projects; (g) the acquisition of right-of-way and easements for the improvements, including the costs incurred in connection with the exercise of eminent domain; (h) the clearance and preparation of any site, including the demolition of structures on the site and relocation of utilities; (i) floodplain compensation, wetland mitigation and stormwater management facilities; (j) all expenses incidental to or connected with the issuance, sale, redemption, retirement, or purchase of bonds, bond anticipation notes, or other forms of indebtedness, including funding of any reserve, redemption, or other fund or account provided for in the ordinance or resolution authorizing such bonds, notes, or other form of indebtedness consistent with statutory allowances and used to advance mobility projects identified in the mobility plan; (k) reasonable costs of planning, design, survey, engineering, and construction, including mobilization, maintenance of traffic during construction and CEI (construction engineering and

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inspection) services of mobility projects, (l) village administration, implementation updates to the mobility plan and mobility fee, including any analysis, assessments, counts, data collection, plans, programs or studies needed for mobility projects, (m), local match for federal, state and county funded projects.

Mobility Fee Schedule means the land uses for which a mobility fee is to be assessed on new development. The schedule includes the mobility fee rates per unit of measure for each land use.

Mobility Fee Technical Report shall mean the Village of Palm Springs Mobility Fee Technical Report dated April 2025 and prepared by NUE Urban Concepts, LLC that documents the analysis, data and methodology used to develop a mobility fee and is adopted pursuant to an implementing ordinance which authorizes imposition of the mobility fee.

Mobility Plan shall mean the Roadway Plan, Multimodal Plan, and Mobility Programs included in the Village of Palm Springs Mobility Plan dated April 2025 and prepared by DDEC, LLC & NUE Urban Concepts, LLC that identifies mobility projects within and adjacent to the Village to meet future person travel demand from new development and serves as the basis for the Village's mobility fee. Future updates of the Mobility Plan may be referenced as a Mobility Plan or a Mobility Plan with a future year.

Mobility Programs means initiatives identified in the Mobility Plan intended to implement the Mobility Plan. These mobility programs include a variety of plans and studies that the Village will undertake as part of implementation of the mobility plan and expenditure of the mobility fees.

Mobility Project means improvements such as bike lanes, buffered bike lanes, protected bike lanes, cycle tracks, raised bike lanes, intersections, interchanges, roundabouts, boardwalks, pathways, shared-use paths, multi-use paths/trails, sidewalks, traffic calming, elevated crossings, pedestrian bridges, overpasses or underpasses, roads, streets, and streetscape. Mobility projects also include policies, programs and services, wayfinding, micromobility devices, and transit vehicles, circulators, lanes, stops, and facilities, along with mobility hubs and corridor studies. Projects can include new or additional travel lanes and turn lanes, upgrade of roads that results in a change in functionally classification of the road, complete and low speed streets, curbless shared streets, new or upgraded traffic signals, traffic synchronization, mobilization, maintenance of traffic, survey, geotechnical and engineering, utilities, construction, PD&E, planning, engineering and inspection, utility relocation, right-of-way, easements, land acquisition, stormwater management facilities. These projects may also be referred to as mobility plan projects or multimodal projects.

Mode means the choice of travel that a person undertakes and can include walking, jogging, running, bicycling, paddling, scooting, flying, driving a vehicle, riding a boat, transit, taxi or using a new mobility technology.

Multimodal means travel outside of travel lanes, beyond the outside edges of pavement or curbs, on sidewalks, pathways, shared-use paths, boardwalks, or trails primarily by walking, jogging,

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running, rollerblading, or non-motorized bicycling, skating, scootering, or use of a device for mobility impaired persons, and where allowed use of micromobility devices. Multimodal also means travel on designated lanes, shoulders or travel lanes by bicycling, rollerblading, skating, scootering, using a personal electric micromobility device, where allowed by Village ordinance, and riding microtransit.

Mobile Residence means land uses for the temporary or permanent placement of Mobile Homes RVs, Tiny Homes on Wheels, or Travel Trailers, within predefined lots or spaces that have connections for communications, electric, water, and wastewater. Mobile residential parks may have common amenities and building with recreational uses, laundry, and park offices.

New Development means new residential and non-residential construction, any new land development or site preparation activity, any new construction of buildings or structures, any modification, reconstruction, redevelopment, or upgrade of buildings or structures, any change of use of a building, land, or structure, and any special exception approval, variance, or special use permit that results in an impact to the transportation system.

Non-Residential Additive Uses means a land use with a mobility fee rate based on a unit of measure that generates high levels of impact per unit such as service bays, car wash lanes, fueling positions for motor vehicles, and drive-thru lanes for banks, quick service restaurants, and retail uses. These mobility fees per unit of measure are assessed in addition to mobility fees assessed per land use based on square footage of buildings and structures or the applicable unit of measure for the land use. These non-residential uses fees may be referred to additive fees or additive mobility fees.

Non-Residential Square Feet means the sum of the gross floor area (in square feet) of the area of each floor level under cover, including cellars, basements, mezzanines, penthouses, corridors, lobbies, stores, and offices, that are within the principal outside faces of exterior walls, not including architectural setbacks or projections. Included are all areas that have floor surfaces with clear standing head room (six feet six inches, minimum) and are used as part of primary use of the property of their use. If an area within or adjacent to the principal outside faces of the exterior walls is not enclosed, such as outdoor restaurant seating, areas used for storage of goods and materials, or merchandise display, and is determined to be a part of the primary use of property, this gross floor area is considered part of the overall square footage of the building. Areas for parking, circulation, ingress, egress, buffers, conservation, walkways, landscape, stormwater management, and easements or areas granted for transit stops or multimodal parking are not included in the calculation of square feet.

Office Uses means those businesses which provide professional services to individuals, businesses, or groups and which include those uses in the ITE Trip Generation Manual under Land Use Code Series 600 and 700 and includes Land Use Codes 540, 550, 911 and 912. Land Use Code 620 is included under institutional uses.

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Outdoor Recreation means outdoor recreational activity including land uses with miniature golf, batting cages, video arcade, bumper boats, go-carts, golf driving ranges, tennis, racquet or basketball courts, soccer, baseball and softball fields, paintball, skating, cycling or biking that require paid admittance, membership or some other type of fee for use. Buildings for refreshments, bathrooms, changing and retail may be included. The fee shall be based upon the total acreage of the facility for active uses outside of buildings and all buildings used to carry out a primary function of the land use activity. Areas for parking, buffers and stormwater that are not active features of the land use are excluded from the fee acreage. The use would generally fall under the ITE Land Use Code Series 400.

Overnight Lodging means places of accommodations, such as bed and breakfast, inns, motels, hotels and resorts that provide places for sleeping and bathing and may include supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, and limited recreational facilities (pool, fitness room) intended for primary use by guest(s) and which include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 300.

Person Miles of Capacity (PMC) means the number of persons "capacity" that can be accommodated, at a determined standard, on a facility while walking, bicycling, riding transit, driving, or using a mobility assisted device over a defined distance.

Person Miles of Travel (PMT) means a unit used to measure person travel made by one person where each mile traveled is counted as one person mile. PMT is calculated by multiplying person trip length by the number of person trips. The increase in future person miles of travel is used to plan mobility project needs that form the basis for a mobility fee.

Person Miles of Travel Factor (PMTf) means the factor utilized to convert vehicle miles of travel to person miles of travel based on the 2022 National Household Travel Survey.

Person Travel Demand (PTD) means travel demand from new development based on trip generation, pass-by trips, vehicle trip lengths, limited access travel, origin and destination factors, vehicle miles of travel, and person miles of travel factors. The resulting mobility fees are roughly proportional to the person travel demand per use and assessment area provided on the mobility fee schedule.

Person Trip (PT) means a trip by one person by one or more modes of travel including, but not limited to, driving a motor vehicle or low speed electric vehicle, riding transit, walking, bicycling or form of person powered, electric powered or gasoline powered device.

Person Trip Length (PTl) means the length, in miles, of a person trip per trip purpose.

Private Education means building or buildings used for pre-school, private school, childcare, or day care where students are educated by a non-governmental entity with grades ranging from pre-kindergarten to 12th grade. Private schools do not include Charter Schools, which are exempt from

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local government fees per Florida Statute. Childcare and day care shall mean a facility where care for young children is provided, normally during the daytime hours. Day care facilities generally include classrooms, offices, eating areas and playgrounds. Postsecondary education falls under office uses. These uses are under ITE Trip Generation Manual under Land Use Code Series 500.

Quick Service Restaurant means a building or structure where an order for food is placed at a service counter, at a drive-thru or walk-up pick-up window, or via a mobile device or an on-line application or portal, or a designated delivery or parking area. These uses may or may not have indoor or outdoor seating and may or may not have a drive thru. These uses include fast casual, fast food, quick service, food, and beverages, communal or ghost kitchens, delivery only services, food trucks, or shipping container facilities. Any use with a drive-thru lane or parking areas designated for delivery pick-ups shall be assessed an additive mobility fees per drive-thru lane.

Quick Service Restaurant Drive-Thru means a delivery lane where an order is picked-up by a customer that placed an order at a call box, window, or screen, or via a mobile device or an on-line application or portal. The number of drive-thru lanes shall be based on the total number of lanes, not the number of windows where an order is picked-up. Some drive-thru lanes may be opened longer than the restaurant is open. Food may be obtained from a pick-up window, locker, station, or functional equivalent after the order has been placed. For uses with designated parking areas for delivery pick-up where food is brought to the parking location, every (5) designated spaces shall be considered the equivalent to a drive-thru lane. The mobility fee per drive-thru is assessed in addition to the mobility fee assessed for the building.

Recreation Uses mean those public or quasi-public uses that serve a community's social, cultural, fitness, entertainment, and recreational needs, which include applicable land uses specified in the ITE Trip Generation Manual under Land Use Code Series 400 and 500.

Residential Dwelling means a dwelling unit, including single-family attached, single-family detached, multi-family, student housing, or active adult as a self-contained living space intended for residential occupancy by one or more individuals, including permanent facilities for living, sleeping, eating, cooking, and sanitation.

Residential Square Feet means the sum of the area (in square feet) of each dwelling measured from the exterior surface of the exterior walls and under roof. This square footage includes all common areas and an attached garage for individual dwelling units. This square footage does not include multi-story parking structures or detached garages for condos or multifamily uses.

Residential Uses means residential uses shall include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 200 for all Land Use Codes between 210 and 252.

Retail means entertainment, personal service, restaurant, and retail uses. This includes land uses under ITE Land Use Codes Series 400, 800, and 900. Retail includes all uses that do not fall under Grocery and Liquor Store, Convenience Store, Sit-Down Restaurant, or Quick Service Restaurant.

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Retail Sales and Service Uses means those commercial activities which provide for sale, lease, or rent of goods, products, services, vehicles, or accommodations for use by individuals, businesses, or groups and which include those uses specified in the ITE Trip Generation Manual under Land Use Code Series 800 and 900.

Streetscape means hardscape elements such as pavers, benches, lighting, trash and recycling receptacles, fountains, seating, shade structure, crosswalks, landscape elements such as canopy and understory trees, shrubs, bushes, grasses and flowers, green infrastructure and architectural structures and projections that provide shade and protection from various weather conditions.

Trip means travel between locations, often times between an origin, such as a home, to a destination, such as a business, but the trip can end and begin at the same location, such as walking a dog in the neighborhood where the home is both the origin and destination.

Transportation System means the right-of-way, easements, roads, streets, alleyways, curb-cuts, traffic control devices, stormwater management facilities, utilities, bridges, and multimodal facilities that allow for circulation, mobility, and parking within the Village and accessibility to land uses, property, and modes of transportation within the Village.

Travel Demand means the mode of transportation mobility that people choose to use, and how those choices result in trips of varying lengths on the transportation system.

Trip Length means the length of a trip per trip purpose.

Trip Purpose means the primary purpose at the destination of a trip such as travel to buy goods, services, or meals, entertainment, recreation, school, work, places of assembly, errands, medical, day care, or work related. Trip purpose may be either home based, meaning the trip originates at a residence, or non-home based, meaning the trip originates at a destination other than a residence.

Use means a use of land for residential or non-residential purposes. For Mobility Fee purposes the terms land use and use are interchangeable. The inclusion of a use on the mobility fee schedule does not mean that land use or use is permitted by the Village's Comprehensive Plan or LDRs.

Vehicle means a car, SUV, truck, van, or motorcycle that is either electric powered, gasoline powered, a hybrid, or some other fuel source that propels the motor vehicle.

Vehicle Cleaning means a building, stalls, stations, or tunnels for the cleaning, detailing, polishing, washing, or waxing of motor vehicles or boats which fall under the description of ITE Trip Generation Manual Land Use Code Series 800 and 900. This use includes full-service, partial service, and self-service uses. The unit of measure shall be the number of bays or stalls for self-service cleaning, and the number of approach lanes for automated, semi-automated, or tunnel washes where payment is rendered or a card, code, or other means is used to access the cleaning service. For uses with

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automated, semi-automated, or tunnels, finishing stations for detailing, drying, or vacuuming impact fees shall also be assessed at a rate of one (1) station per every five (5) finishing stations. For uses with self-service bays or stalls, which typically feature a greater number of facilities than automated or semi-automated facilities, finishing stations for detailing, drying, or vacuuming. Mobility fees shall also be assessed at a rate of one (1) station per every ten (10) finishing stations.

Vehicle Charging or Fueling means the total number of vehicles that can be charged or fueled at one time (fueling positions). Increasingly, land uses such as superstores, (i.e., super Wal-Mart), variety stores, (i.e., Dollar General), and wholesale clubs (i.e., Costco) are also offering vehicle charging and fueling with or with/out small convenience stores. Outside of Florida, several grocery store chains are also starting to sell fuel. Free standing vehicle charging stations that charge a fee for use and are not a requirement of the Village as an ancillary use of a development shall be required to pay a mobility fee. The impact fee rate per charging or fueling position would be in addition to any mobility fee per square foot under the applicable retail land use with vehicle charging or fueling. Motor vehicle charging stations that are not a primary use or function of a commercial or retail use and are either required by the Village or provided as an ancillary use are exempt from payment of the mobility fee. The Village shall have the ability to determine if a charging or fueling station is a commercial use.

Vehicle Miles of Travel (VMT) means a unit to measure vehicle travel made by a motor vehicle where each mile traveled is counted as one vehicle mile regardless of the number of persons in the vehicle. VMT is calculated by multiplying the length of a road segment by the total number of vehicles on that road segment.

Vehicle Occupancy (VO) means the total number of persons in a single motor vehicle making a trip.

Vehicle Trip means a single motor vehicle, regardless of the number of persons in the motor vehicle.

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RECOMMENDED NEXT STEPS

The adoption of the Mobility Fee requires additional tasks to administer and implement the Mobility Fee. The following are recommended next steps that the Village should consider:

(1) **Palm Beach County Interlocal Agreement:** HB 479 requires that municipalities and counites enter into an interlocal agreement to address transportation mitigation consistent with the requirements of Florida Statute Section 163.3180. As part of the interlocal, the Village should further evaluate travel to and from the Village and the share of roadway capacity and multimodal projects on County Road to establish baselines for use in the agreement. The interlocal should identify mobility projects, if applicable, where a share mobility fees should be allocated for advancement of mobility projects on County Roads. The Village should also evaluate road impact fee revenues collected by the County from development within the Village over the last 20 years and summarize road and intersection projects constructed by the County during that time period.

(2) **FDOT, Palm Beach County Transportation Planning Agency (TPA) Coordination:** Palm Springs should begin discussions with FDOT and the Palm Beach TPA on integrating the mobility projects into any subsequent updates of the 2050 LRTP. The coordination should also address the incorporation of mobility projects into existing funded and planned projects, and the pursuit of funding for mobility projects through existing or upcoming grant and funding request opportunities.

(3) **Annexation of Unincorporated Property**: The Village should consider strategic pursuit of annexations of unincorporated Palm Beach County adjacent to or forming enclaves within the Village. These areas are using the transportation system within the Village and annexations allows the Village to be better able to coordinate mobility projects and review the impacts from new development.

(4) **Service Charge Study:** Palm Springs should also consider undertaking a service charge study for administering and implementing its mobility fee, along with its other impact fees. Florida Statute limits administrative charges to the cost of administering and implementing mobility fees. The service charge study would provide a factual basis for assessment of a service charge to offset administrative cost. The service charge would also address future updates and application fees for special studies, request for credits or offsets, and special assessments.

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(5) **Administrative Manual:** Palm Springs should consider developing an administrative manual that establishes administrative procedures to administer and implement the mobility plan, mobility fees, and impact fees. The mobility fee and impact fee ordinances address big picture legal and statutory requirements. The Administrative Manual would govern day to day administration and provide the Village with continuity of service.

(6) **Traffic Count Program:** Palm Springs should consider collecting traffic counts on collectors, minor collectors and major local roads through-out the Village. Future County negotiations and the pursuit of funds and grants for safety and mobility will be further enhanced by having existing traffic count data.

(7) **Land Development Regulations:** The Village should evaluate its Land Development Regulations and establish criteria to address site access assessments from new development. The LDRs may also need to be amended depending on the extent of Comprehensive Plan Amendments. The Village should consider establishing street, multimodal, and transit quality of service (QOS) standards as performance measures and for development review. The Village should also consider implementing FDOT's Context Classification and expand on the initial application of FDOT's Context Classification that has already been undertaken as part of the mobility plan **(Figure 12)**.

Figure 12: FDOT's Context Classification



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CONCLUSION

The Village of Palm Springs Mobility Fee is based on the mobility projects identified in the Village of Palm Springs 2045 Mobility Plan. The Mobility Plan sets the framework for moving people, providing mobility choices, and meeting future travel demand throughout the Village. The future travel demand analysis provided in this Technical Report clearly demonstrates there is growth in travel demand projected within the Village. The planned mobility projects over the next 20 years will expand the Village's transportation system to meet projected travel demand.

The Mobility Fee is a streamlined, equitable way for all new development in the Village to mitigate its impact to the transportation system. The **Assessment Area** for the Mobility Fee will be uniform across the Village per type of land use. The Mobility Fee will replace County Road Impact Fee assessed on new development with the Village. The Mobility Fee would be the only transportation mitigation fee assessed on new development within the Village. After adoption of the Mobility Fee, the Village will make best efforts to negotiate an interlocal agreement with Palm Beach County to address transportation mitigation consistent with H.B. 479. Those negotiations will be based on the adopted Village Mobility Plan.

The Village will determine how Mobility Fee revenues are allocated and expended through its annual Capital Improvements Program. Mobility Fee revenues may be expended on projects identified in the 2045 Mobility Plan and the Village's Capital Improvements Program.

The Mobility Plan, based on growth in population and increases in person miles of travel, includes mobility projects that provide the person capacity **"needed"** to meet the travel demands of new development. The new growth evaluation demonstrates that new development is not being assessed more than its **"attributable and assignable"** share of the cost of the Mobility Plan.

The person travel demand for each use included in the Mobility Fee schedule meets the **"rough proportionality test"** established through case law. The establishment of a Mobility Fee Benefit District ensures that Mobility Fees will be expended to provide a mobility **"benefit"** to new development that pays a Mobility Fee. The Mobility Plan and the Mobility Fee meets the **"dual rational nexus test"** and is consistent with the requirements of Florida Statute Sections 163.3180, 163.31801 and Florida Statute Chapter 380.

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Maps

June 2025

Maps

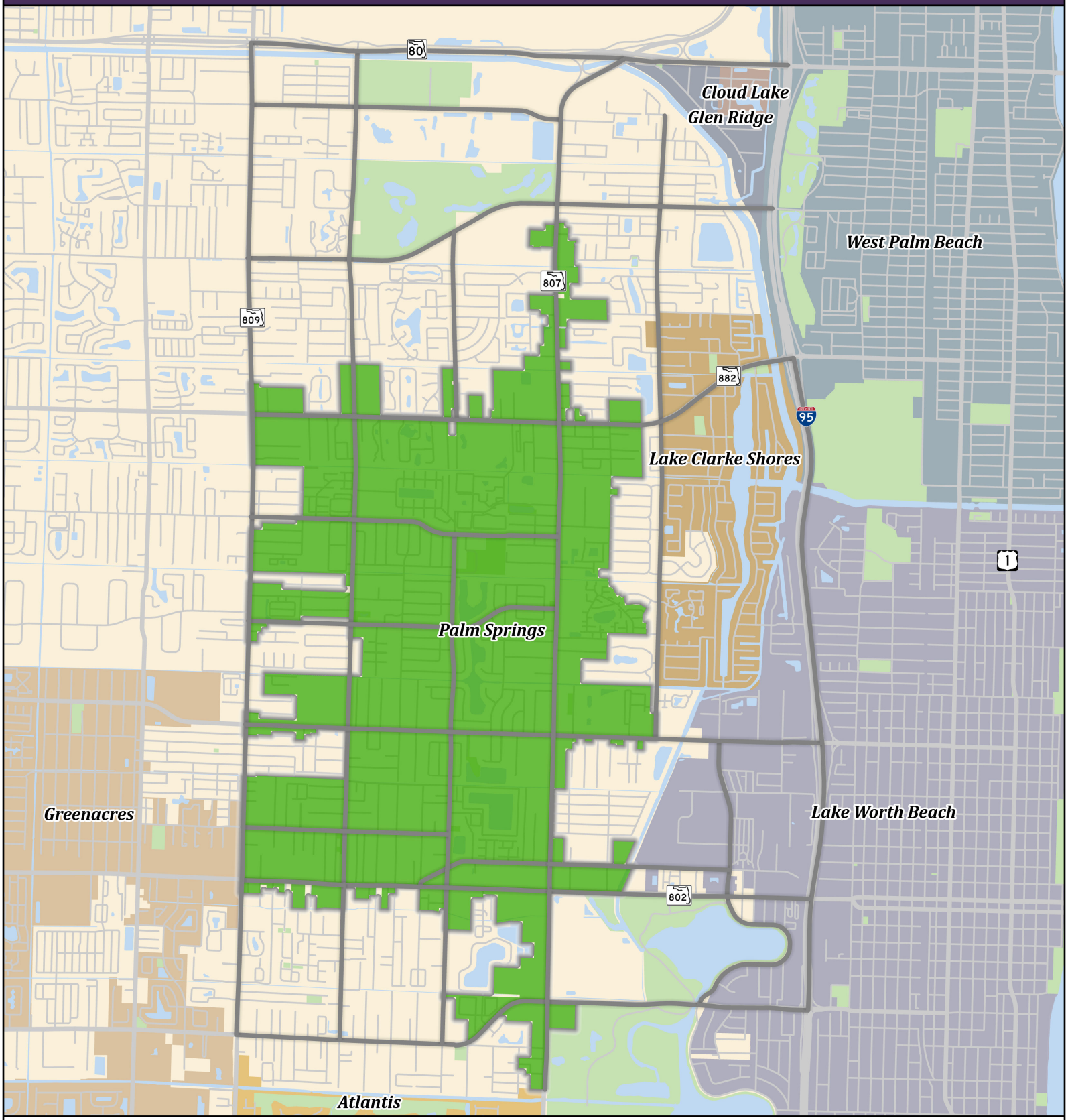
Map A. Mobility Fee Assessment Area
Map B. Mobility Fee Benefit District
Map C. Mobility Study Area
Map D. Roadways Plan
Map E. Multimodal Plan

MAP A

Mobility Fee Assessment Area

VILLAGE OF PALM SPRINGS MOBILITY FEE

Mobility Fee Assessment Area



Mobility Study Network
Assessment Area
Parks and Greenspace
Unincorporated Palm Beach County
Palm Springs City Limts

0 0.25 0.5 1 Miles

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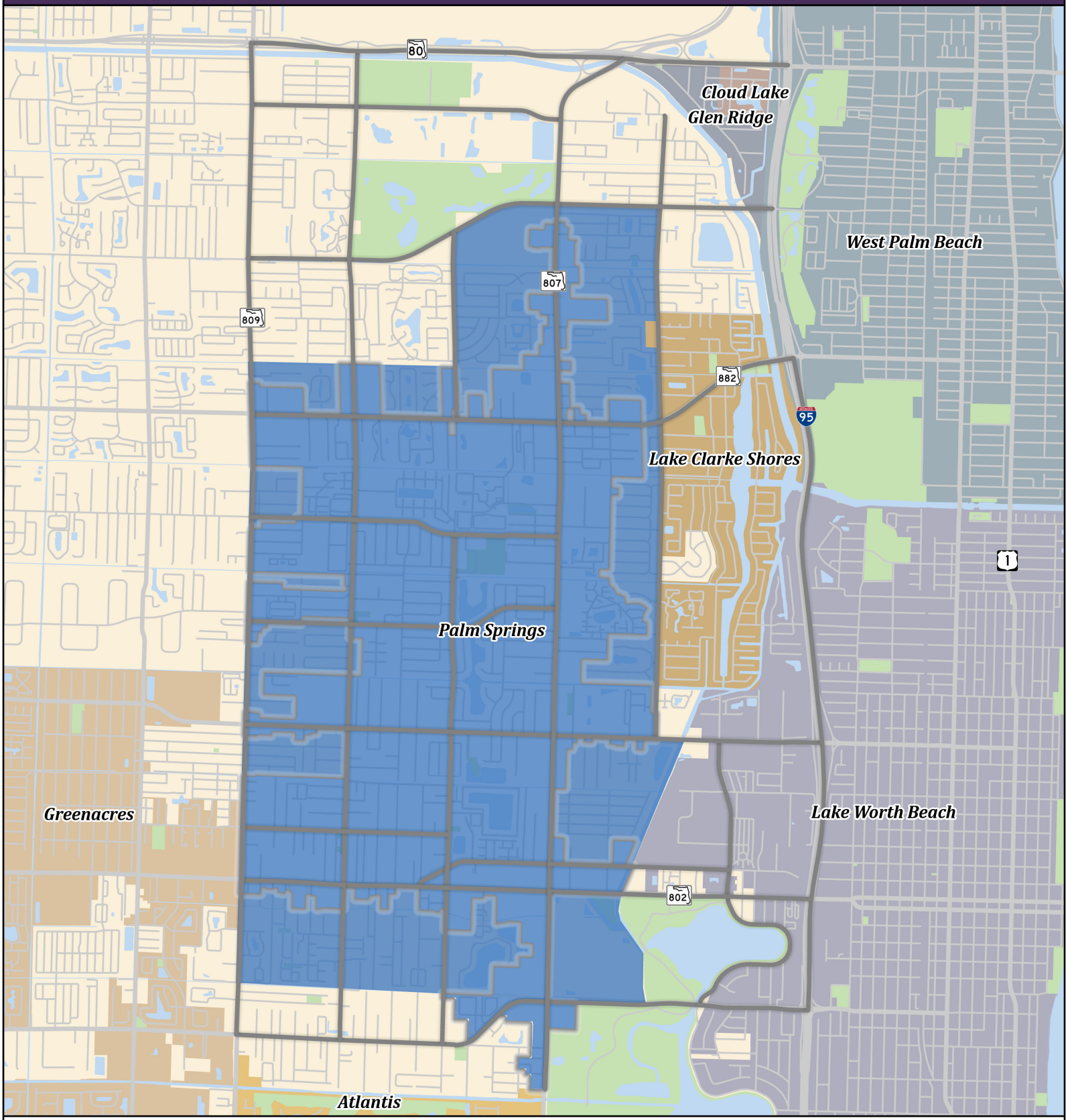
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MAP B

Mobility Fee Benefit District

VILLAGE OF PALM SPRINGS MOBILITY FEE

Mobility Fee Benefit District



Mobility Study Network
Benefit District
Parks and Greenspace
Unincorporated Palm Beach County
Palm Springs City Limts

0 0.25 0.5 1 Miles

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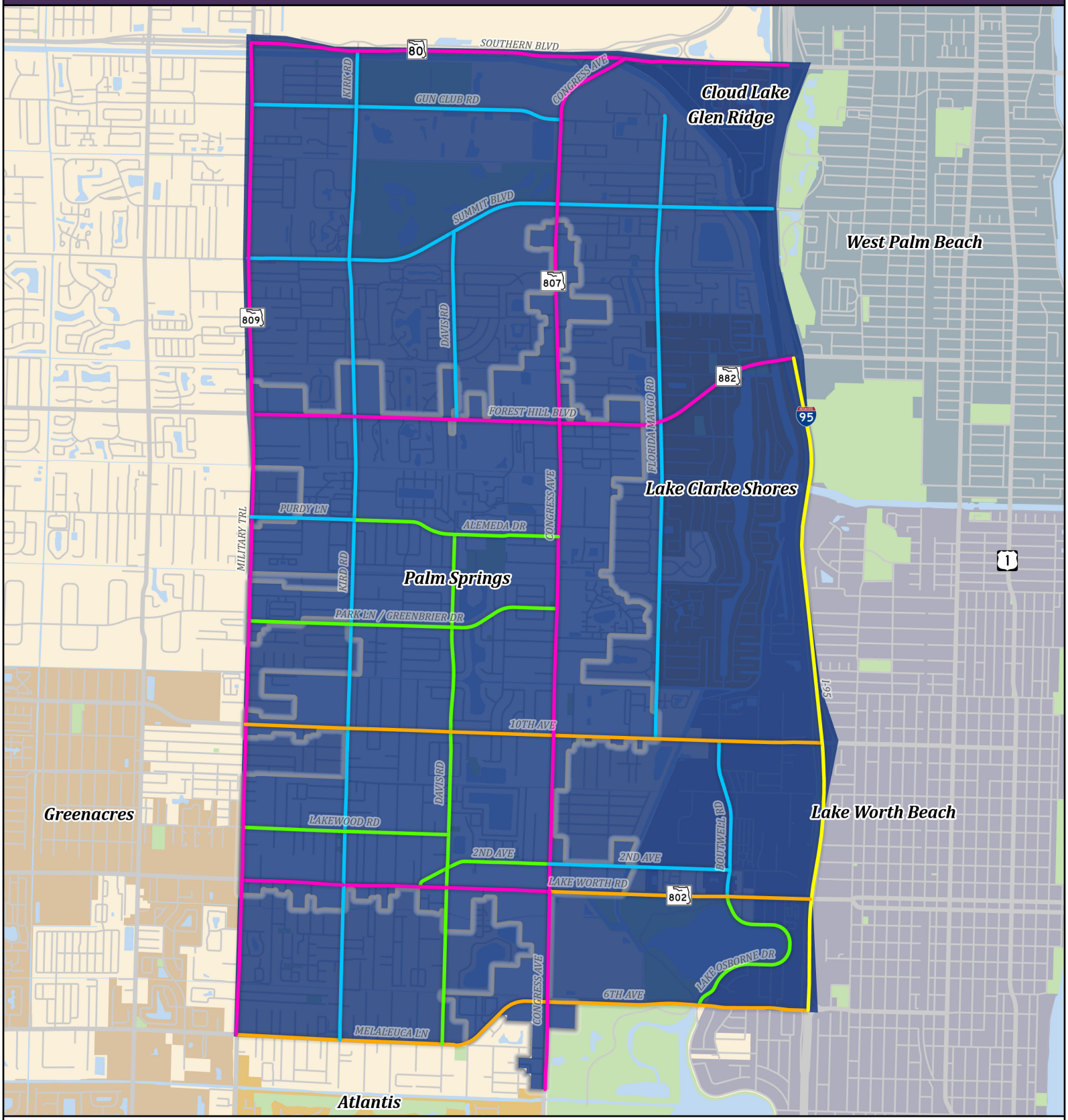
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MAP C

Mobility Study Area

VILLAGE OF PALM SPRINGS MOBILITY FEE

Mobility Study Area & Road Network



- Limited Access
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Mobility Study Area (Including City Limits)
- Parks and Greenspace
- Unincorporated Palm Beach County
- Palm Springs City Limts

0 0.25 0.5 1 Miles

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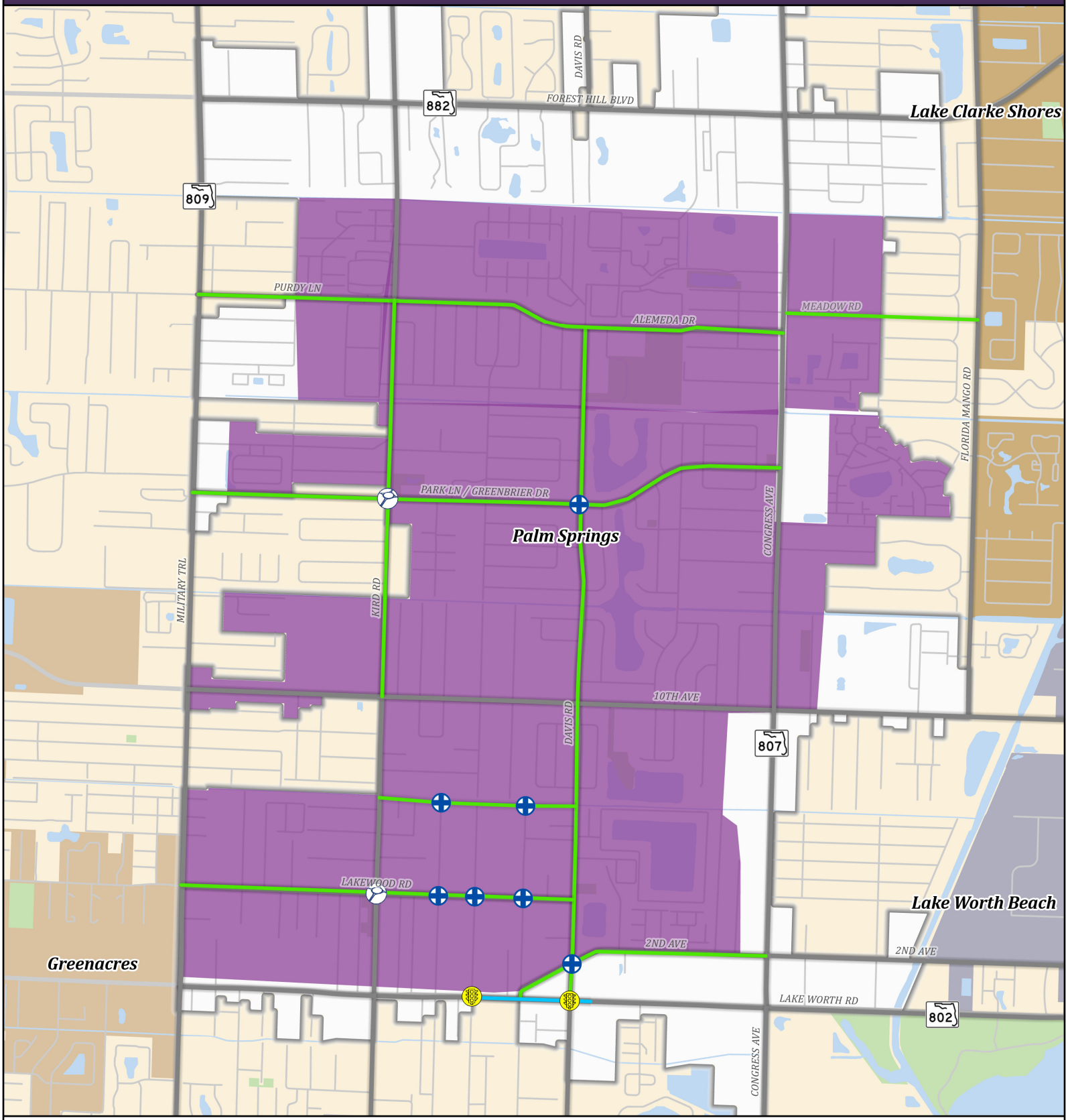
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MAP D

Roadways Plan

VILLAGE OF PALM SPRINGS MOBILITY FEE
Roadway Plan



- Roundabout
- Raised Intersection
- New Signal
- Complete Street Project
- Road Improvement
- Mobility Study Network
- Traffic Calming Area
- Parks and Greenspace
- Unincorporated Palm Beach County
- Palm Springs City Limts

0 0.13 0.25 0.5 Miles

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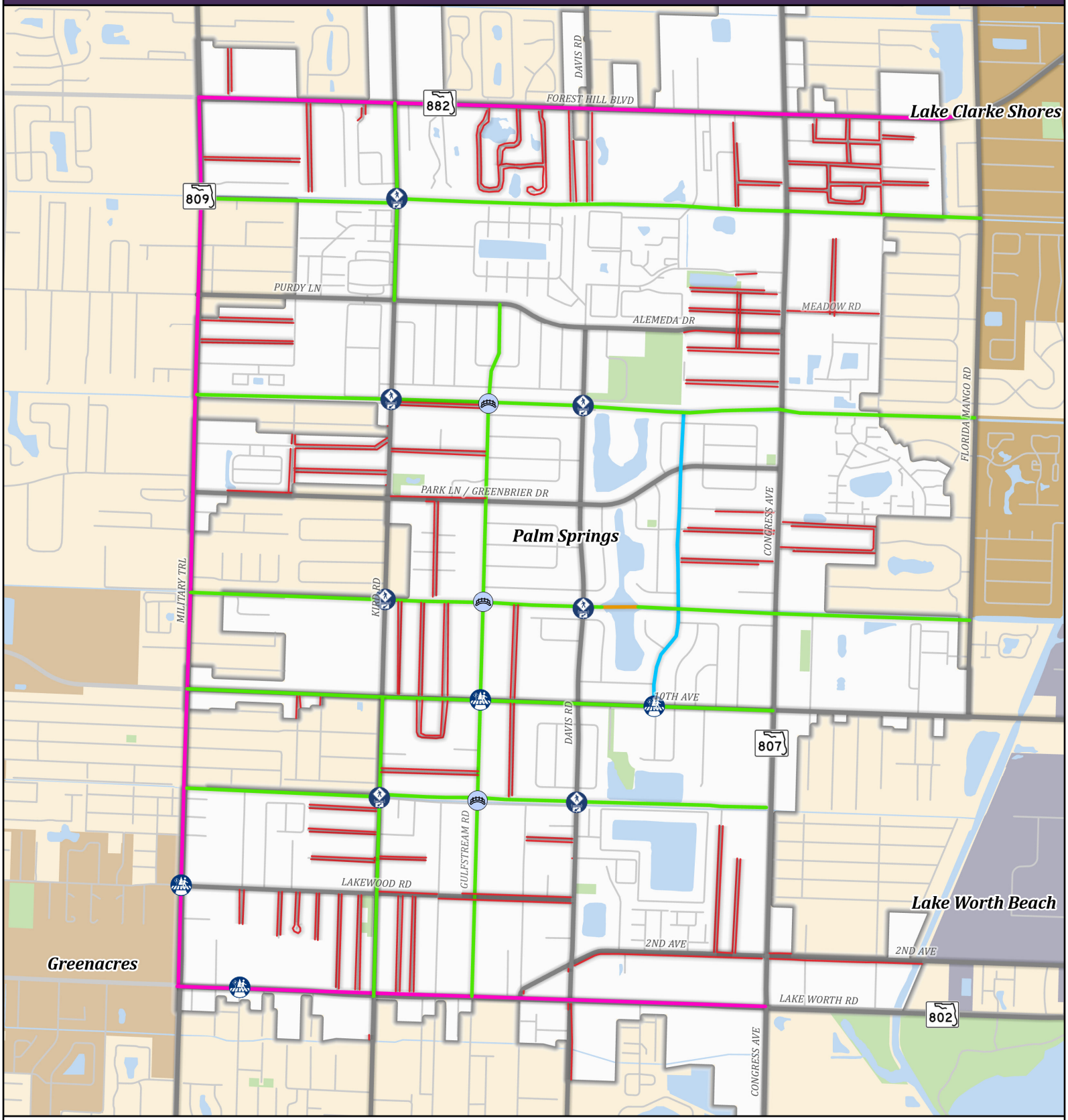
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MAP E

Multimodal Plan

VILLAGE OF PALM SPRINGS MOBILITY FEE
Multimodal Plan



- Rectangular Rapid Flashing Beacon (RRFB)
- Pedestrian Signal
- Pedestrian Bridge
- Bicycle Boulevard
- Boardwalks
- Lane Repurposing
- Multi-Use Trail
- Sidewalk Gaps
- Mobility Study Network
- Parks and Greenspace
- Unincorporated Palm Beach County
- Palm Springs City Limts

0 0.13 0.25 0.5 Miles

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Appendices

June 2025

Appendices

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APPENDIX A

Florida Commerce
Transportation Planning Guidance

Transportation Planning

Community Planning

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- Accessing Comprehensive Plans and Plan Amendments (Florida Papers)
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- Property Rights Element
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- General Information About Developments of Regional Impact and Florida Quality Developments
- Developments of Regional Impact Repository
- List of Local Governments Qualifying as Dense Urban Land Areas
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Community Planning Staff Directory (Alphabetical)

- Community Planning Review Team Assignments

Community Services

Community Development Block Grants

Community Partnerships

Broadband

Rural Community Programs

Special Districts

Homeowner Assistance

Transportation Element

Section 163.3177(6)(b), Florida Statutes, establishes the requirements for transportation and mobility planning in local government comprehensive plans. Comprehensive plans must focus on providing a multimodal transportation system that emphasizes public transportation systems, where feasible, and encourages economic development through flexible transportation and mobility options for Florida communities. Links to transportation planning related issues and organizations are included below to help provide additional information on transportation mobility planning in Florida.

Multimodal Transportation

A multimodal transportation system recognizes the importance of providing mobility options through a variety of integrated travel modes, such as by bus or rail transit, bicycle, automobile, or foot. A well-designed multimodal transportation network minimizes impacts to the environment and enhances the livability of neighborhoods by increasing transportation options, expanding access, and increasing connectivity between destinations.

A well-designed and efficient transportation network can help create a sustainable development pattern that contributes to the community's prosperity, enhances transportation efficiency by minimizing vehicle trips and contributes to a healthier environment by reducing air pollution and greenhouse gas emissions.

The Transportation Element of a local government's comprehensive plan should contain policies that will create a well-connected multi-modal transportation network; support increased residential densities and commercial intensity; help walking become more practical for short trips; support bicycling for both short- and long-distance trips; improve transit to serve frequented destinations; conserve energy resources; reduce greenhouse gas emissions and air pollution; while maintaining vehicular access and circulation. Key multimodal transportation strategies can include the following:

- Create an interconnecting grid network of streets, connectors, arterials and sidewalks that provide a complete and accessible transportation network;
- Establish land use patterns that support a mixture of residential, commercial and retail uses, and dense populations and urban intensities, so that transit service may be provided more efficiently and economically;
- Increase the viability of pedestrian and bicycle travel;
- Integrate land use and transportation planning to create communities that provide transportation choice; and,
- Accommodate the flow of freight throughout the state so that the economy can continue to grow.

Other multimodal transportation planning efforts, such as transit-oriented developments, defined in section 163.3164(46), Florida Statutes, are being developed and planned by the Cities of Boca Raton, Clearwater, Gainesville, Jacksonville, Miami, Tampa and West Palm Beach, and in Broward, Miami-Dade, Palm Beach and Pinellas Counties and other locations. Below are a several examples of successful multimodal transportation planning efforts in Florida:

- **Alachua County, Department of Growth Management, Transportation Planning** - Alachua County's Mobility Plan includes transit-oriented development and multimodal transportation planning as one of several methods being implemented to provide mobility options.
- **City of Gainesville Comprehensive Planning** - The City of Gainesville comprehensive plan includes six mixed-use categories and eight Special Area Plans based on Traditional Neighborhood Development standards and an established Urban Infill and Redevelopment Area.

Complete Streets

Complete Streets is a transportation strategy to develop an integrated, connected networks of streets that are safe and accessible for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. According to Smart Growth America and the National Complete Streets Coalition, *Complete Streets* make active transportation such as walking and bicycling convenient, provide increased access to employment centers, commerce, and educational institutions, and allow greater choice in travel.

In Florida, complete streets are *context-sensitive*. For example, a street considered complete for use within a dense urban area would look and function very differently from one located in a rural area, and a complete suburban street would look and function differently from both the urban and rural complete streets. One way to think about what elements are necessary to create a complete street is to determine its context within the community and based upon that context, match the design and operation of that street with the direction and guidance provided in the local government's comprehensive plan.

As an example, some communities use an Urban-Rural Transect (or simply *Transect*) to assign portions of their community into approximately five or six "context zones" based on the degree of development intensity desired and geographic location, ranging from very low intensity rural context zones to more intense urban context zones. For each context zone, the community establishes a context in terms of appropriate public facility design, urban design, general spatial form, and appropriate street types.

This approach allows the local government to determine, in its comprehensive plan or other public planning document, which portions of the community fit within which context zone, and to provide guidance within the comprehensive plan as to what mobility functions (such as walking, biking, transit use) are most important in that context zone, and what design features and operational characteristics are appropriate for streets in that location.

Several examples of communities have initiated complete streets planning in Florida. Here are a few excellent examples:

- Model Design Manual for Living Streets - Los Angeles County, 2011
- Deerfield Beach Complete Street Guidelines
- Ft. Lauderdale Complete Streets

Transportation Concurrency

In accordance with the Community Planning Act, local governments may establish a system that assesses landowners the costs of maintaining specified levels of service for components of the local government's transportation system when the projected impacts of their development would adversely impact the system. This system, known as a concurrency management system, must be based on the local government's comprehensive plan. Specifically, the local government comprehensive plan must provide the principles, guidelines, standards, and strategies, including adopted levels of service, to guide the application of its transportation concurrency management system.

Prior to June 2, 2011, transportation concurrency was mandatory for local governments. Now that transportation concurrency is optional, if a local government chooses, it may eliminate the transportation concurrency provisions from its comprehensive plan and is encouraged to adopt a mobility fee based plan in its place (see below). Adoption of a mobility fee based plan must be accomplished by a plan amendment that follows the Expedited State Review Process. A plan amendment to eliminate transportation concurrency is not subject to state review.

It is important to point out that whether or not a local government chooses to use a transportation concurrency system, it is required to retain level of service standards for its roadways for purposes of capital improvement planning. The standards must be appropriate and based on professionally accepted studies, and the capital improvements that are necessary to meet the adopted levels of service standards must be included in the five-year schedule of capital improvements. Additionally, all local governments, whether implementing transportation concurrency or not, must adhere to the transportation planning requirements of section 163.3177(6)(b), Florida Statutes.

Mobility Fee Based Plans

If a local government elects to repeal transportation concurrency, it is encouraged to adopt an alternative mobility funding system that uses one or more of the tools and techniques identified in section 163.3180(5)(f), Florida Statutes:

- Adoption of long-term strategies to facilitate development patterns that support multimodal solutions, including urban design, appropriate land use mixes, intensity and density.
- Adoption of an area wide level of service not dependent on any single road segment function.
- Exempting or discounting impacts of locally desired development.
- Assigning secondary priority to vehicle mobility and primary priority to ensuring a safe, comfortable, and attractive pedestrian environment with convenient interconnection to transit.
- Establishing multimodal level of service standards that rely primarily on non-vehicular modes of transportation where existing or planned community design will provide adequate a level of mobility.
- Reducing impact fees or local access fees to promote development within urban areas, multimodal transportation districts, and a balance of mixed-use development in certain areas or districts, or for affordable or workforce housing.

Requirements for Transportation Concurrency

If a local government elects to use transportation concurrency, it must adhere to the following concurrency requirements in section 163.3180(5), Florida Statutes:

- Include principles, guidelines, standards, and strategies, including adopted levels of service, to guide the application of concurrency to transportation.
- Use professionally accepted studies to evaluate the appropriate levels of service.
- Adopt appropriate amendments to the capital improvements element of the comprehensive plan consistent with the requirements of section 163.3177(3), Florida Statutes.
- Allow for proportionate share contributions to mitigate transportation impacts for all developments, including developments of regional impact (DRIs), consistent with section 163.3180(5)(h), Florida Statutes.
- Consult with the Florida Department of Transportation when proposed amendments affect the Strategic Intermodal System.
- Exempt public transit facilities from concurrency.

In addition, local governments are encouraged to develop tools and techniques to complement the application of transportation concurrency consistent with section 163.3180(5)(f), Florida Statutes, and to coordinate with adjacent local governments for the purpose of using common methodologies for measuring impacts to transportation facilities.

Links

- Florida Department of Transportation - Florida Transportation Plan
- Model Regulations and Plan Amendments for Multimodal Transportation Districts
- Florida Metropolitan Planning Organizations
- Florida Department of Transportation - Forecasting and Trends Office
- Florida Scenic Highways
- Transportation Site Impact Handbook
- Florida Transit-Oriented Development
- A / Framework for Transit Oriented Development in Florida, published March 2011
- Florida Department of Transportation - Pedestrian and Bicycle Design
- Florida Department of Transportation, Public Transit Office
- Florida Safe Mobility for Life Coalition
- Florida Safe Mobility for Life Coalition's Aging in Place Checklist
- The Florida Greenbook
- Pasco County Mobility Fees

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https://www.floridajobs.org/community-planning-and-development/programs/community-planning-table-of-contents/transportation-planning

APPENDIX B

Laws of Florida HB 479
(Chapter 2024 – 266)

CHAPTER 2024-266

Committee Substitute for House Bill No. 479

An act relating to alternative mobility funding systems and impact fees; amending s. 163.3164, F.S.; providing definitions; amending s. 163.3180, F.S.; revising requirements relating to agreements to pay for or construct certain improvements; authorizing certain local governments to adopt an alternative transportation system that is mobility-plan and fee-based in certain circumstances; prohibiting an alternative transportation system from imposing responsibility for funding an existing transportation deficiency upon new development; requiring counties and municipalities to create and execute interlocal agreements if a developer is charged a fee for transportation impacts for a new development or redevelopment; providing requirements for such agreements; providing requirements for when such interlocal agreements are not executed by a specified date; authorizing a local government that issues the building permit to collect a fee for transportation impacts under certain circumstances unless otherwise agreed; amending s. 163.31801, F.S.; revising requirements for the calculation of impact fees by certain local governments and special districts; requiring local governments transitioning to alternative transportation systems to provide holders of impact fee credits with full benefit of intensity and density of prepaid credit balances as of a specified date in certain circumstances; amending s. 212.055, F.S.; conforming a cross-reference; providing an effective date.

Be It Enacted by the Legislature of the State of Florida:

Section 1. Subsections (32) through (52) of section 163.3164, Florida Statutes, are renumbered as subsections (34) through (54), respectively, and new subsections (32) and (33) are added to that section, to read:

163.3164 Community Planning Act; definitions.—As used in this act:

(32) "Mobility fee" means a local government fee schedule established by ordinance and based on the projects included in the local government's adopted mobility plan.

(33) "Mobility plan" means an alternative transportation system mobility study developed by using a plan-based methodology and adopted into a local government comprehensive plan that promotes a compact, mixed use, and interconnected development served by a multimodal transportation system in an area that is urban in character, or designated to be urban in character, as defined in s. 171.031.

Section 2. Paragraphs (h) and (i) of subsection (5) of section 163.3180, Florida Statutes, are amended, and paragraph (j) is added to that subsection, to read:

CODING: Words ~~stricken~~ are deletions; words underlined are additions.

163.3180 Concurrency.—

(5)

(h)1. Local governments that continue to implement a transportation concurrency system, whether in the form adopted into the comprehensive plan before the effective date of the Community Planning Act, chapter 2011-139, Laws of Florida, or as subsequently modified, must:

a. Consult with the Department of Transportation when proposed plan amendments affect facilities on the strategic intermodal system.

b. Exempt public transit facilities from concurrency. For the purposes of this sub-subparagraph, public transit facilities include transit stations and terminals; transit station parking; park-and-ride lots; intermodal public transit connection or transfer facilities; fixed bus, guideway, and rail stations; and airport passenger terminals and concourses, air cargo facilities, and hangars for the assembly, manufacture, maintenance, or storage of aircraft. As used in this sub-subparagraph, the terms "terminals" and "transit facilities" do not include seaports or commercial or residential development constructed in conjunction with a public transit facility.

c. Allow an applicant for a development-of-regional-impact development order, development agreement, rezoning, or other land use development permit to satisfy the transportation concurrency requirements of the local comprehensive plan, the local government's concurrency management system, and s. 380.06, when applicable, if:

(I) The applicant in good faith offers to enter into a binding agreement to pay for or construct its proportionate share of required improvements in a manner consistent with this subsection. The agreement must provide that after an applicant makes its contribution or constructs its proportionate share pursuant to this sub-sub-subparagraph, the project shall be considered to have mitigated its transportation impacts and be allowed to proceed if the applicant has satisfied all other local government development requirements for the project.

(II) The proportionate-share contribution or construction is sufficient to accomplish one or more mobility improvements that will benefit a regionally significant transportation facility. A local government may accept contributions from multiple applicants for a planned improvement if it maintains contributions in a separate account designated for that purpose. A local government may not prevent a single applicant from proceeding after the applicant has satisfied its proportionate-share requirement if the applicant has satisfied all other local government development requirements for the project.

d. Provide the basis upon which the landowners will be assessed a proportionate share of the cost addressing the transportation impacts resulting from a proposed development.

CODING: Words stricken are deletions; words underlined are additions.

2. An applicant shall not be held responsible for the additional cost of reducing or eliminating deficiencies. When an applicant contributes or constructs its proportionate share pursuant to this paragraph, a local government may not require payment or construction of transportation facilities whose costs would be greater than a development's proportionate share of the improvements necessary to mitigate the development's impacts.

a. The proportionate-share contribution shall be calculated based upon the number of trips from the proposed development expected to reach roadways during the peak hour from the stage or phase being approved, divided by the change in the peak hour maximum service volume of roadways resulting from construction of an improvement necessary to maintain or achieve the adopted level of service, multiplied by the construction cost, at the time of development payment, of the improvement necessary to maintain or achieve the adopted level of service.

b. In using the proportionate-share formula provided in this subparagraph, the applicant, in its traffic analysis, shall identify those roads or facilities that have a transportation deficiency in accordance with the transportation deficiency as defined in subparagraph 4. The proportionate-share formula provided in this subparagraph shall be applied only to those facilities that are determined to be significantly impacted by the project traffic under review. If any road is determined to be transportation deficient without the project traffic under review, the costs of correcting that deficiency shall be removed from the project's proportionate-share calculation and the necessary transportation improvements to correct that deficiency shall be considered to be in place for purposes of the proportionate-share calculation. The improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for the facility. The development's proportionate share shall be calculated only for the needed transportation improvements that are greater than the identified deficiency.

c. When the provisions of subparagraph 1. and this subparagraph have been satisfied for a particular stage or phase of development, all transportation impacts from that stage or phase for which mitigation was required and provided shall be deemed fully mitigated in any transportation analysis for a subsequent stage or phase of development. Trips from a previous stage or phase that did not result in impacts for which mitigation was required or provided may be cumulatively analyzed with trips from a subsequent stage or phase to determine whether an impact requires mitigation for the subsequent stage or phase.

d. In projecting the number of trips to be generated by the development under review, any trips assigned to a toll-financed facility shall be eliminated from the analysis.

e. The applicant shall receive a credit on a dollar-for-dollar basis for impact fees, mobility fees, and other transportation concurrency mitigation requirements paid or payable in the future for the project. The credit shall be

CODING: Words ~~stricken~~ are deletions; words underlined are additions.

reduced up to 20 percent by the percentage share that the project's traffic represents of the added capacity of the selected improvement, or by the amount specified by local ordinance, whichever yields the greater credit.

3. This subsection does not require a local government to approve a development that, for reasons other than transportation impacts, is not qualified for approval pursuant to the applicable local comprehensive plan and land development regulations.

4. As used in this subsection, the term "transportation deficiency" means a facility or facilities on which the adopted level-of-service standard is exceeded by the existing, committed, and vested trips, plus additional projected background trips from any source other than the development project under review, and trips that are forecast by established traffic standards, including traffic modeling, consistent with the University of Florida's Bureau of Economic and Business Research medium population projections. Additional projected background trips are to be coincident with the particular stage or phase of development under review.

(i) If a local government elects to repeal transportation concurrency, the local government may ~~it is encouraged to~~ adopt an alternative transportation system that is mobility-plan and fee-based or an alternative transportation system that is not mobility-plan and fee-based. The local government ~~mobility funding system that uses one or more of the tools and techniques identified in paragraph (f). Any alternative mobility funding system adopted~~ may not use an alternative transportation system ~~be used~~ to deny, time, or phase an application for site plan approval, plat approval, final subdivision approval, building permits, or the functional equivalent of such approvals provided that the developer agrees to pay for the development's identified transportation impacts via the funding mechanism implemented by the local government. The revenue from the funding mechanism used in the alternative transportation system must be used to implement the needs of the local government's plan which serves as the basis for the fee imposed. An alternative transportation ~~A mobility fee-based funding~~ system must comply with s. 163.31801 governing impact fees. An alternative transportation system may not impose ~~that is not mobility fee-based shall not be applied in a manner that imposes~~ upon new development any responsibility for funding an existing transportation deficiency as defined in paragraph (h).

(j)1. If a county and municipality charge the developer of a new development or redevelopment a fee for transportation capacity impacts, the county and municipality must create and execute an interlocal agreement to coordinate the mitigation of their respective transportation capacity impacts.

2. The interlocal agreement must, at a minimum:

a. Ensure that any new development or redevelopment is not charged twice for the same transportation capacity impacts.

CODING: Words ~~stricken~~ are deletions; words underlined are additions.

b. Establish a plan-based methodology for determining the legally permissible fee to be charged to a new development or redevelopment.

c. Require the county or municipality issuing the building permit to collect the fee, unless agreed to otherwise.

d. Provide a method for the proportionate distribution of the revenue collected by the county or municipality to address the transportation capacity impacts of a new development or redevelopment, or provide a method of assigning responsibility for the mitigation of the transportation capacity impacts belonging to the county and the municipality.

3. By October 1, 2025, if an interlocal agreement is not executed pursuant to this paragraph:

a. The fee charged to a new development or redevelopment shall be based on the transportation capacity impacts apportioned to the county and municipality as identified in the developer's traffic impact study or the mobility plan adopted by the county or municipality.

b. The developer shall receive a 10 percent reduction in the total fee calculated pursuant to sub-subparagraph a.

c. The county or municipality issuing the building permit must collect the fee charged pursuant to sub-subparagraphs a. and b. and distribute the proceeds of such fee to the county and municipality within 60 days after the developer's payment.

4. This paragraph does not apply to:

a. A county as defined in s. 125.011(1).

b. A county or municipality that has entered into, or otherwise updated, an existing interlocal agreement, as of October 1, 2024, to coordinate the mitigation of transportation impacts. However, if such existing interlocal agreement is terminated, the affected county and municipality that have entered into the agreement shall be subject to the requirements of this paragraph unless the county and municipality mutually agree to extend the existing interlocal agreement before the expiration of the agreement.

Section 3. Paragraph (a) of subsection (4), paragraph (a) of subsection (5), and subsection (7) of section 163.31801, Florida Statutes, are amended to read:

163.31801 Impact fees; short title; intent; minimum requirements; audits; challenges.—

(4) At a minimum, each local government that adopts and collects an impact fee by ordinance and each special district that adopts, collects, and administers an impact fee by resolution must:

CODING: Words ~~stricken~~ are deletions; words underlined are additions.

(a) Ensure that the calculation of the impact fee is based on a study using the most recent and localized data available within 4 years of the current impact fee update. The new study must be adopted by the local government within 12 months of the initiation of the new impact fee study if the local government increases the impact fee.

(5)(a) Notwithstanding any charter provision, comprehensive plan policy, ordinance, development order, development permit, or resolution, the local government or special district that requires any improvement or contribution must credit against the collection of the impact fee any contribution, whether identified in a development order, proportionate share agreement, or any ~~other~~ form of exaction, related to public facilities or infrastructure, including monetary contributions, land dedication, site planning and design, or construction. Any contribution must be applied on a dollar-for-dollar basis at fair market value to reduce any impact fee collected for the general category or class of public facilities or infrastructure for which the contribution was made.

(7) If an impact fee is increased, the holder of any impact fee credits, whether such credits are granted under s. 163.3180, s. 380.06, or otherwise, which were in existence before the increase, is entitled to the full benefit of the intensity or density prepaid by the credit balance as of the date it was first established. If a local government adopts an alternative transportation system pursuant to s. 163.3180(5)(i), the holder of any transportation or road impact fee credits granted under s. 163.3180 or s. 380.06 or otherwise that were in existence before the adoption of the alternative transportation system is entitled to the full benefit of the intensity and density prepaid by the credit balance as of the date the alternative transportation system was first established.

Section 4. Paragraph (d) of subsection (2) of section 212.055, Florida Statutes, is amended to read:

212.055 Discretionary sales surtaxes; legislative intent; authorization and use of proceeds.—It is the legislative intent that any authorization for imposition of a discretionary sales surtax shall be published in the Florida Statutes as a subsection of this section, irrespective of the duration of the levy. Each enactment shall specify the types of counties authorized to levy; the rate or rates which may be imposed; the maximum length of time the surtax may be imposed, if any; the procedure which must be followed to secure voter approval, if required; the purpose for which the proceeds may be expended; and such other requirements as the Legislature may provide. Taxable transactions and administrative procedures shall be as provided in s. 212.054.

(2) LOCAL GOVERNMENT INFRASTRUCTURE SURTAX.—

(d) The proceeds of the surtax authorized by this subsection and any accrued interest shall be expended by the school district, within the county and municipalities within the county, or, in the case of a negotiated joint

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county agreement, within another county, to finance, plan, and construct infrastructure; to acquire any interest in land for public recreation, conservation, or protection of natural resources or to prevent or satisfy private property rights claims resulting from limitations imposed by the designation of an area of critical state concern; to provide loans, grants, or rebates to residential or commercial property owners who make energy efficiency improvements to their residential or commercial property, if a local government ordinance authorizing such use is approved by referendum; or to finance the closure of county-owned or municipally owned solid waste landfills that have been closed or are required to be closed by order of the Department of Environmental Protection. Any use of the proceeds or interest for purposes of landfill closure before July 1, 1993, is ratified. The proceeds and any interest may not be used for the operational expenses of infrastructure, except that a county that has a population of fewer than 75,000 and that is required to close a landfill may use the proceeds or interest for long-term maintenance costs associated with landfill closure. Counties, as defined in s. 125.011, and charter counties may, in addition, use the proceeds or interest to retire or service indebtedness incurred for bonds issued before July 1, 1987, for infrastructure purposes, and for bonds subsequently issued to refund such bonds. Any use of the proceeds or interest for purposes of retiring or servicing indebtedness incurred for refunding bonds before July 1, 1999, is ratified.

1. For the purposes of this paragraph, the term "infrastructure" means:

a. Any fixed capital expenditure or fixed capital outlay associated with the construction, reconstruction, or improvement of public facilities that have a life expectancy of 5 or more years, any related land acquisition, land improvement, design, and engineering costs, and all other professional and related costs required to bring the public facilities into service. For purposes of this sub-subparagraph, the term "public facilities" means facilities as defined in s. 163.3164(41) ~~s. 163.3164(39)~~, s. 163.3221(13), or s. 189.012(5), and includes facilities that are necessary to carry out governmental purposes, including, but not limited to, fire stations, general governmental office buildings, and animal shelters, regardless of whether the facilities are owned by the local taxing authority or another governmental entity.

b. A fire department vehicle, an emergency medical service vehicle, a sheriff's office vehicle, a police department vehicle, or any other vehicle, and the equipment necessary to outfit the vehicle for its official use or equipment that has a life expectancy of at least 5 years.

c. Any expenditure for the construction, lease, or maintenance of, or provision of utilities or security for, facilities, as defined in s. 29.008.

d. Any fixed capital expenditure or fixed capital outlay associated with the improvement of private facilities that have a life expectancy of 5 or more years and that the owner agrees to make available for use on a temporary basis as needed by a local government as a public emergency shelter or a staging area for emergency response equipment during an emergency

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officially declared by the state or by the local government under s. 252.38. Such improvements are limited to those necessary to comply with current standards for public emergency evacuation shelters. The owner must enter into a written contract with the local government providing the improvement funding to make the private facility available to the public for purposes of emergency shelter at no cost to the local government for a minimum of 10 years after completion of the improvement, with the provision that the obligation will transfer to any subsequent owner until the end of the minimum period.

e. Any land acquisition expenditure for a residential housing project in which at least 30 percent of the units are affordable to individuals or families whose total annual household income does not exceed 120 percent of the area median income adjusted for household size, if the land is owned by a local government or by a special district that enters into a written agreement with the local government to provide such housing. The local government or special district may enter into a ground lease with a public or private person or entity for nominal or other consideration for the construction of the residential housing project on land acquired pursuant to this sub-subparagraph.

f. Instructional technology used solely in a school district's classrooms. As used in this sub-subparagraph, the term "instructional technology" means an interactive device that assists a teacher in instructing a class or a group of students and includes the necessary hardware and software to operate the interactive device. The term also includes support systems in which an interactive device may mount and is not required to be affixed to the facilities.

2. For the purposes of this paragraph, the term "energy efficiency improvement" means any energy conservation and efficiency improvement that reduces consumption through conservation or a more efficient use of electricity, natural gas, propane, or other forms of energy on the property, including, but not limited to, air sealing; installation of insulation; installation of energy-efficient heating, cooling, or ventilation systems; installation of solar panels; building modifications to increase the use of daylight or shade; replacement of windows; installation of energy controls or energy recovery systems; installation of electric vehicle charging equipment; installation of systems for natural gas fuel as defined in s. 206.9951; and installation of efficient lighting equipment.

3. Notwithstanding any other provision of this subsection, a local government infrastructure surtax imposed or extended after July 1, 1998, may allocate up to 15 percent of the surtax proceeds for deposit into a trust fund within the county's accounts created for the purpose of funding economic development projects having a general public purpose of improving local economies, including the funding of operational costs and incentives related to economic development. The ballot statement must indicate the intention to make an allocation under the authority of this subparagraph.

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Section 5. This act shall take effect October 1, 2024.

Approved by the Governor June 25, 2024.

Filed in Office Secretary of State June 25, 2024.

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APPENDIX C

Impact Fee Act
(Florida Statute Section 163.31801)

Title XI COUNTY ORGANIZATION AND INTERGOVERNMENTAL RELATIONS

Chapter 163 INTERGOVERNMENTAL PROGRAMS

SECTION 31801 Impact fees; short title; intent; minimum requirements; audits; challenges.

163.31801 Impact fees; short title; intent; minimum requirements; audits; challenges.—

(1) This section may be cited as the “Florida Impact Fee Act.”

(2) The Legislature finds that impact fees are an important source of revenue for a local government to use in funding the infrastructure necessitated by new growth. The Legislature further finds that impact fees are an outgrowth of the home rule power of a local government to provide certain services within its jurisdiction. Due to the growth of impact fee collections and local governments’ reliance on impact fees, it is the intent of the Legislature to ensure that, when a county or municipality adopts an impact fee by ordinance or a special district adopts an impact fee by resolution, the governing authority complies with this section.

(3) For purposes of this section, the term:

(a) “Infrastructure” means a fixed capital expenditure or fixed capital outlay, excluding the cost of repairs or maintenance, associated with the construction, reconstruction, or improvement of public facilities that have a life expectancy of at least 5 years; related land acquisition, land improvement, design, engineering, and permitting costs; and other related construction costs required to bring the public facility into service. The term also includes a fire department vehicle, an emergency medical service vehicle, a sheriff’s office vehicle, a police department vehicle, a school bus as defined in s. 1006.25, and the equipment necessary to outfit the vehicle or bus for its official use. For independent special fire control districts, the term includes new facilities as defined in s. 191.009(4).

(b) “Public facilities” has the same meaning as in s. 163.3164 and includes emergency medical, fire, and law enforcement facilities.

(4) At a minimum, each local government that adopts and collects an impact fee by ordinance and each special district that adopts, collects, and administers an impact fee by resolution must:

(a) Ensure that the calculation of the impact fee is based on a study using the most recent and localized data available within 4 years of the current impact fee update. The new study must be adopted by the local government within 12 months of the initiation of the new impact fee study if the local government increases the impact fee.

(b) Provide for accounting and reporting of impact fee collections and expenditures and account for the revenues and expenditures of such impact fee in a separate accounting fund.

(c) Limit administrative charges for the collection of impact fees to actual costs.

(d) Provide notice at least 90 days before the effective date of an ordinance or resolution imposing a new or increased impact fee. A local government is not required to wait 90 days to decrease, suspend, or eliminate an impact fee. Unless the result is to reduce the total mitigation costs or impact fees imposed on an applicant, new or increased impact fees may not apply to current or pending permit applications submitted before the effective date of a new or increased impact fee.

(e) Ensure that collection of the impact fee may not be required to occur earlier than the date of issuance of the building permit for the property that is subject to the fee.

(f) Ensure that the impact fee is proportional and reasonably connected to, or has a rational nexus with, the need for additional capital facilities and the increased impact generated by the new residential or commercial construction.

(g) Ensure that the impact fee is proportional and reasonably connected to, or has a rational nexus with, the expenditures of the funds collected and the benefits accruing to the new residential or nonresidential construction.

(h) Specifically earmark funds collected under the impact fee for use in acquiring, constructing, or improving capital facilities to benefit new users.

(i) Ensure that revenues generated by the impact fee are not used, in whole or in part, to pay existing debt or for previously approved projects unless the expenditure is reasonably connected to, or has a rational nexus with, the increased impact generated by the new residential or nonresidential construction.

(5)(a) Notwithstanding any charter provision, comprehensive plan policy, ordinance, development order, development permit, or resolution, the local government or special district that requires any improvement or contribution must credit against the collection of the impact fee any contribution, whether identified in a development order, proportionate share agreement, or any form of exaction related to public facilities or infrastructure, including monetary contributions, land dedication, site planning and design, or construction. Any contribution must be applied on a dollar-for-dollar basis at fair market value to reduce any impact fee collected for the general category or class of public facilities or infrastructure for which the contribution was made.

(b) If a local government or special district does not charge and collect an impact fee for the general category or class of public facilities or infrastructure contributed, a credit may not be applied under paragraph (a).

(6) A local government, school district, or special district may increase an impact fee only as provided in this subsection.

(a) An impact fee may be increased only pursuant to a plan for the imposition, collection, and use of the increased impact fees which complies with this section.

(b) An increase to a current impact fee rate of not more than 25 percent of the current rate must be implemented in two equal annual increments beginning with the date on which the increased fee is adopted.

(c) An increase to a current impact fee rate which exceeds 25 percent but is not more than 50 percent of the current rate must be implemented in four equal installments beginning with the date the increased fee is adopted.

(d) An impact fee increase may not exceed 50 percent of the current impact fee rate.

(e) An impact fee may not be increased more than once every 4 years.

(f) An impact fee may not be increased retroactively for a previous or current fiscal or calendar year.

(g) A local government, school district, or special district may increase an impact fee rate beyond the phase-in limitations established under paragraph (b), paragraph (c), paragraph (d), or paragraph (e) by establishing the need for such increase in full compliance with the requirements of subsection (4), provided the following criteria are met:

1. A demonstrated-need study justifying any increase in excess of those authorized in paragraph (b), paragraph (c), paragraph (d), or paragraph (e) has been completed within the 12 months before the adoption of the impact fee increase and expressly demonstrates the extraordinary circumstances necessitating the need to exceed the phase-in limitations.

2. The local government jurisdiction has held not less than two publicly noticed workshops dedicated to the extraordinary circumstances necessitating the need to exceed the phase-in limitations set forth in paragraph (b), paragraph (c), paragraph (d), or paragraph (e).

3. The impact fee increase ordinance is approved by at least a two-thirds vote of the governing body.

(h) This subsection operates retroactively to January 1, 2021.

(7) If an impact fee is increased, the holder of any impact fee credits, whether such credits are granted under s. 163.3180, s. 380.06, or otherwise, which were in existence before the increase, is entitled to the full benefit of the intensity or density prepaid by the credit balance as of the date it was first established. If a local government adopts an alternative transportation system pursuant to s. 163.3180(5)(i), the holder of any transportation or road impact fee credits granted under s. 163.3180 or s. 380.06 or otherwise that were in existence before the adoption of the alternative transportation system is entitled to the full benefit of the intensity and density prepaid by the credit balance as of the date the alternative transportation system was first established.

(8) A local government, school district, or special district must submit with its annual financial report required under s. 218.32 or its financial audit report required under s. 218.39 a separate affidavit signed by its chief financial officer or, if there is no chief financial officer, its executive officer attesting, to the best of his or her knowledge, that all impact fees were collected and expended by the local government, school district, or special district, or were collected and expended on its behalf, in full compliance with the spending period provision in the local ordinance or resolution, and that funds expended from each impact fee account were used only to acquire, construct, or improve specific infrastructure needs.

(9) In any action challenging an impact fee or the government’s failure to provide required dollar-for-dollar credits for the payment of impact fees as provided in s. 163.3180(6)(h)2.b., the government has the burden of proving by a preponderance of the evidence that the imposition or amount of the fee or credit meets the requirements of state legal precedent and this section. The court may not use a deferential standard for the benefit of the government.

(10) Impact fee credits are assignable and transferable at any time after establishment from one development or parcel to any other that is within the same impact fee zone or impact fee district or that is within an adjoining impact fee zone or impact fee district within the same local government jurisdiction and which receives benefits from the improvement or contribution that generated the credits. This subsection applies to all impact fee credits regardless of whether the credits were established before or after June 4, 2021.

(11) A county, municipality, or special district may provide an exception or waiver for an impact fee for the development or construction of housing that is affordable, as defined in s. 420.9071. If a county, municipality, or special district provides such an exception or waiver, it is not required to use any revenues to offset the impact.

(12) This section does not apply to water and sewer connection fees.

(13) In addition to the items that must be reported in the annual financial reports under s. 218.32, a local government, school district, or special district must report all of the following information on all impact fees charged:

(a) The specific purpose of the impact fee, including the specific infrastructure needs to be met, including, but not limited to, transportation, parks, water, sewer, and schools.

(b) The impact fee schedule policy describing the method of calculating impact fees, such as flat fees, tiered scales based on number of bedrooms, or tiered scales based on square footage.

(c) The amount assessed for each purpose and for each type of dwelling.

(d) The total amount of impact fees charged by type of dwelling.

(e) Each exception and waiver provided for construction or development of housing that is affordable.

History.—s. 9, ch. 2006-218; s. 1, ch. 2009-49; s. 5, ch. 2009-96; s. 5, ch. 2011-14; s. 1, ch. 2011-149; s. 1, ch. 2019-106; s. 5, ch. 2019-165; s. 5, ch. 2020-27; s. 1, ch. 2020-58; ss. 1, 2, ch. 2021-63; s. 3, ch. 2024-2

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APPENDIX D

Traffic Characteristics Data

APPENDIX D: VILLAGE OF PALM SPRINGS TRAFFIC CHARACTERISTICS DATA (MOBILITY STUDY AREA)

Limits, Classification, Ownership						Roadway Characteristics								Vehicles Miles of Travel & Capacity					
Street Name	From Street	To Street	Functional Classification	Maintaining Entity	FDOT Context Classification	Travel Lanes	Speed Limit	Length (mi)	LOS Standard	AADT	Year of Count	Daily Capacity	Growth Factors (From Model)	2025 DAILY TRAFFIC	2025 VMT	2025 VMC	2045 DAILY TRAFFIC	2045 VMT	2045 VMC
2ND AVE	COCONUT RD S	SR-807/CONGRESS AVE	Urban Minor Collector	Village of Palm Springs	C4	2	35	0.67	D	5,600	2023	15,840	0.90%	5,700	3,750	10,610	6,820	4,570	10,610
2ND AVE	SR-807/CONGRESS AVE	BOUTWELL RD	Urban Major Collector	Village of Palm Springs	C4	2	35	0.88	D	7,700	2023	15,840	0.90%	7,840	6,780	13,940	9,380	8,250	13,940
6TH AVE	SR-807/CONGRESS AVE	LAKE OSBORNE DR	Urban Minor Arterial	Palm Beach County	C3R	4	45	0.75	D	34,000	2023	35,249	0.90%	34,610	25,500	26,440	41,400	31,050	26,440
6TH AVE	LAKE OSBORNE DR	I-95	Urban Minor Arterial	Palm Beach County	C3R	4	45	0.53	D	12,000	2023	35,249	0.90%	12,220	6,360	18,680	14,620	7,750	18,680
10TH AVE	SR-809/MILITARY TRL	KIRK RD	Urban Minor Arterial	Palm Beach County	C3R	5	40	0.5	D	32,000	2023	33,570	0.90%	32,580	16,000	16,790	38,970	19,490	16,790
10TH AVE	KIRD RD	FLORIDA MANGO RD	Urban Minor Arterial	Palm Beach County	C4	5	40	1.49	D	31,000	2023	32,490	0.90%	31,560	46,190	48,410	37,750	56,250	48,410
10TH AVE	FLORIDA MANGO RD	I-95	Urban Minor Arterial	Palm Beach County	C4	5	40	0.77	D	44,000	2023	34,115	0.90%	44,800	33,880	26,270	53,590	41,260	26,270
PURDY LN	SR-809/MILITARY TRL	KIRK RD	Urban Major Collector	Palm Beach County	C4	2	35	0.54	D	10,200	2023	15,840	0.90%	10,380	5,510	8,550	12,420	6,710	8,550
ALEMEDA DR	KIRK RD	SR-807/CONGRESS AVE	Urban Minor Collector	Village of Palm Springs	C3R	2	25	1.01	D	5,400	2023	20,160	0.90%	5,500	5,450	20,360	6,580	6,650	20,360
BOUTWELL RD	SR-802/LAKE WORTH RD	10TH AVE N	Urban Major Collector	Lake Worth Beach	C4	2	35	0.77	D	10,400	2023	15,840	0.90%	10,590	8,010	12,200	12,670	9,760	12,200
CONGRESS AVE	CITY LIMITS	PRINCE DR	Urban Principal Arterial	Palm Beach County	C4	6	45	0.07	D	44,500	2023	56,800	0.90%	45,300	3,120	3,980	54,190	3,790	3,980
CONGRESS AVE	PRINCE DR	MELALEUCA LN	Urban Principal Arterial	Palm Beach County	C4	6	45	0.36	D	42,000	2023	53,676	0.90%	42,760	15,120	19,320	51,150	18,410	19,320
CONGRESS AVE	MELALEUCA LN	SR-802/LAKE WORTH RD	Urban Principal Arterial	Palm Beach County	C4	6	45	0.53	D	45,000	2023	53,676	0.90%	45,810	23,850	28,450	54,800	29,040	28,450
CONGRESS AVE	SR-802/LAKE WORTH RD	REX AVE	Urban Principal Arterial	FDOT	C4	6	40	1.07	D	46,000	2023	56,800	0.90%	46,830	49,220	60,780	56,020	59,940	60,780
CONGRESS AVE	REX AVE	SR-882/FOREST HILL BLVD	Urban Principal Arterial	FDOT	C4	6	40	1.23	D	41,000	2023	56,800	0.90%	41,740	50,430	69,860	49,930	61,410	69,860
CONGRESS AVE	SR-882/FOREST HILL BLVD	SUMMIT BLVD	Urban Principal Arterial	FDOT	C4	6	40	1.06	D	31,500	2023	56,800	0.90%	32,070	33,390	60,210	38,360	40,660	60,210
CONGRESS AVE	SUMMIT BLVD	GUN CLUB RD	Urban Principal Arterial	FDOT	C4	6	40	0.42	D	35,500	2023	56,800	0.90%	36,140	14,910	23,860	43,230	18,160	23,860
CONGRESS AVE	GUN CLUB RD	SR-80/SOUTHERN BLVD	Urban Principal Arterial	FDOT	C4	6	45	0.59	D	35,500	2023	59,640	0.90%	36,140	20,950	35,190	43,230	25,510	35,190
DAVIS RD	MELALEUCA LN	ALEMEDA DR	Urban Minor Collector	Village of Palm Springs	C3R	2	30	2.5	D	4,900	2023	20,160	0.90%	4,990	12,250	50,400	5,970	14,930	50,400
DAVIS RD	SR-882/FOREST HILL BLVD	SUMMIT BLVD	Urban Major Collector	Palm Beach County	C4	2	30	0.92	D	3,700	2023	15,840	0.90%	3,770	3,400	14,570	4,510	4,150	14,570
FLORIDA MANGO RD	10 AVE N	SR-882/FOREST HILL BLVD	Urban Major Collector	Palm Beach County	C4	2	35	1.51	D	5,700	2023	15,840	0.90%	5,800	8,610	23,920	6,940	10,480	23,920
FLORIDA MANGO RD	SR-882/FOREST HILL BLVD	HOMEWOOD RD	Urban Major Collector	Palm Beach County	C4	2	35	1.55	D	6,200	2023	15,840	0.90%	6,310	9,610	24,550	7,550	11,700	24,550
FOREST HILL BLVD	SR-809/MILITARY TRL	SR-807/CONGRESS AVE	Urban Principal Arterial	FDOT	C3R	6	45	1.54	D	46,000	2023	55,100	0.90%	46,830	70,840	84,850	56,020	86,270	84,850
FOREST HILL BLVD	SR-807/CONGRESS AVE	I-95	Urban Principal Arterial	FDOT	C4	6	35	1.2	D	48,000	2023	56,800	0.90%	48,870	57,600	68,160	58,460	70,150	68,160
GUN CLUB RD	SR-809/MILITARY TRL	KIRK RD	Urban Major Collector	Palm Beach County	C4	5	35	0.51	D	12,700	2023	34,115	0.90%	12,930	6,480	17,400	15,470	7,890	17,400
GUN CLUB RD	KIRK RD	SR-807/CONGRESS AVE	Urban Major Collector	Palm Beach County	C3C	5	40	1.01	D	18,100	2023	32,940	0.90%	18,430	18,280	33,270	22,050	22,270	33,270
I-95	6TH AVE	10TH AVE	Limited Access	Limited Access	Urbanized	10	65	1.32	D	251,000	2023	202,400	0.90%	255,540	331,320	267,170	305,690	403,510	267,170
I-95	10TH AVE	SR-882/FOREST HILL BLVD	Limited Access	Limited Access	Urbanized	10	65	1.91	D	251,000	2023	202,400	0.90%	255,540	479,410	386,580	305,690	583,870	386,580
KIRD RD	MELALEUCA LN	SR-802/LAKEWORTH RD	Urban Major Collector	Palm Beach County	C3R	2	35	0.76	D	8,100	2023	20,160	0.90%	8,250	6,160	15,320	9,870	7,500	15,320
KIRD RD	SR-802/LAKE WORTH RD	10TH AVE	Urban Major Collector	Palm Beach County	C4	2	35	0.76	D	8,700	2023	15,840	0.90%	8,860	6,610	12,040	10,600	8,060	12,040
KIRD RD	10 AVE N	ALEMEDA DR	Urban Major Collector	Palm Beach County	C3R	2	35	1.03	D	12,300	2023	20,160	0.90%	12,520	12,670	20,760	14,980	15,430	20,760
KIRD RD	ALEMEDA DR	SR-882/FOREST HILL BLVD	Urban Major Collector	Palm Beach County	C3R	5	35	0.51	D	18,300	2023	20,160	0.90%	18,630	9,330	10,280	22,290	11,370	10,280
KIRD RD	SR-882/FOREST HILL BLVD	SUMMIT BLVD	Urban Major Collector	Palm Beach County	C3R	2	35	0.77	D	10,500	2023	20,160	0.90%	10,690	8,090	15,520	12,790	9,850	15,520
KIRD RD	SUMMIT BLVD	GUN CLUB RD	Urban Major Collector	Palm Beach County	C3R	2	35	0.75	D	16,600	2023	20,160	0.90%	16,900	12,450	15,120	20,220	15,170	15,120
KIRK RD	GUN CLUB RD	SR-80/SOUTHERN BLVD	Urban Major Collector	Palm Beach County	C3R	5	35	0.27	D	14,500	2023	20,160	0.90%	14,760	3,920	5,440	17,660	4,770	5,440
LAKE OSBORNE DR	6TH AVE	SR-802/LAKE WORTH RD	Urban Minor Collector	Palm Beach County	C4	2	30	1.07	D	7,700	2023	15,840	0.90%	7,840	8,240	16,950	9,380	10,040	16,950
LAKE WORTH RD	SR-809/MILITARY TRL	KIRK RD	Urban Principal Arterial	FDOT	C4	6	40	0.5	D	42,000	2023	56,800	0.90%	42,760	21,000	28,400	51,150	25,580	28,400
LAKE WORTH RD	KIRK RD	SR-807/CONGRESS AVE	Urban Principal Arterial	FDOT	C4	6	40	1.01	D	44,500	2023	56,800	0.90%	45,300	44,950	57,370	54,190	54,730	57,370
LAKE WORTH RD	SR-807/CONGRESS AVE	I-95	Urban Minor Arterial	FDOT	C4	4	40	1.28	D	32,000	2023	37,905	0.90%	32,580	40,960	48,520	38,970	49,880	48,520
LAKEWOOD RD	SR-809/MILITARY TRL	DAVIS RD	Urban Minor Collector	Village of Palm Springs	C4	2	30	1.01	D	4,100	2023	51,120	0.90%	4,170	4,140	51,630	4,990	5,040	51,630
MELALEUCA LN	SR-809/MILITARY TRL	DAVIS RD	Urban Minor Arterial	Palm Beach County	C3R	5	45	1.01	D	27,500	2023	33,570	0.90%	28,000	27,780	33,910	33,500	33,840	33,910
MELALEUCA LN	DAVIS RD	SR-807/CONGRESS AVE	Urban Minor Arterial	Palm Beach County	C3R	6	45	0.59	D	30,000	2023	52,070	0.90%	30,540	17,700	30,720	36,530	21,550	30,720
MILITARY TRL	MELALEUCA LN	SR-802/LAKE WORTH RD	Urban Principal Arterial	Palm Beach County	C4	6	45	0.78	D	38,000	2023	32,490	0.90%	38,690	29,640	25,340	46,280	36,100	25,340
MILITARY TRL	SR-802/LAKE WORTH RD	10TH AVE	Urban Principal Arterial	FDOT	C4	6	40	0.76	D	40,000	2023	36,100	0.90%	40,720	30,400	27,440	48,710	37,020	27,440
MILITARY TRL	10TH AVE	SR-882/FOREST HILL BLVD	Urban Principal Arterial	FDOT	C4	6	40	1.52	D	42,500	2023	36,100	0.90%	43,270	64,600	54,870	51,760	78,680	54,870
MILITARY TRL	SR-882/FOREST HILL	SR-80/SOUTHERN BLVD	Urban Principal Arterial	FDOT	C4	6	40	1.8	D	46,000	2023	37,905	0.90%	46,830	82,800	68,230	56,020	100,840	68,230
PARK LN / GREENBRIER DR	SR-809/MILITARY TRL	CONGRESS AVE	Urban Minor Collector	Village of Palm Springs	C3R	2	30	1.54	D	5,700	2023	20,160	0.90%	5,800	8,780	31,050	6,940	10,690	31,050
SOUTHERN BLVD	SR-809/MILITARY TRL	KIRK RD	Urban Principal Arterial	FDOT	C3R	6	40	0.49	D	72,000	2023	39,165	0.90%	73,300	35,280	19,190	87,690	42,970	19,190
SOUTHERN BLVD	KIRK RD	GEM LAKE DR	Urban Principal Arterial	FDOT	SDC3C	8	50	1.77	D	78,500	2023	67,410	0.90%	79,920	138,950	119,320	95,600	169,210	119,320
SOUTHERN BLVD	GEM LAKE DR	I-95	Urban Principal Arterial	FDOT	C3C	8	45	0.35	D	76,500	2023	67,410	0.90%	77,880	26,780	23,590	93,160	32,610	23,590
SUMMIT BLVD	SR-809/MILITARY TRL	KIRK RD	Urban Major Collector	Palm Beach County	C3R	5	45	0.5	D	21,500	2023	35,249	0.90%	21,890	10,750	17,620	26,190	13,100	17,620
SUMMIT BLVD	KIRK RD	DAVIS RD	Urban Major Collector	Palm Beach County	C3C	5	45	0.55	D	19,500	2023	32,940	0.90%	19,850	10,730	18,120	23,750	13,060	18,120
SUMMIT BLVD	DAVIS RD	SR-807/CONGRESS AVE	Urban Major Collector	Palm Beach County	C3C	5	45	0.54	D	18,900	2023	32,940	0.90%	19,240	10,210	17,790	23,020	12,430	17,790
SUMMIT BLVD	SR-807/CONGRESS AVE	FLORIDA MANGO RD	Urban Major Collector	Palm Beach County	C4	5	40	0.51	D	12,200	2023	32,490	0.90%	12,420	6,220	16,570	14,860	7,580	16,570
SUMMIT BLVD	FLORIDA MANGO RD	I-95	Urban Major Collector	Palm Beach County	C4	5	40	0.55	D	12,900	2023	32,490	0.90%	13,130	7,100	17,870	15,710	8,640	17,870

Source: Traffic data provided by Florida Department of Transportation. LOS Standards based on Village of Palm Springs, Lake Worth Beach, and Palm Beach County adopted Comprehensive Plans. Daily Capacity based on FDOT Generalized Service Tables . Growth factors based on FDOT District 4 Southeast Florida Regional Planning Model. VMT is length x AADT. VMC is length x Daily Capacity. 2045 AADT and VMT derived by applying growth rates.

APPENDIX E

2022 National Household Travel Survey Data

APPENDIX E: NATIONAL HOUSEHOLD TRAVEL SURVEY (NHTS)									
TRIP PURPOSE	PERSON TRIPS (PT)	PERSON TRIP FACTOR (PTf)	PERSON MILES OF TRAVEL (PMT)	PERSON MILES OF TRAVEL FACTOR (PMTf)	PERSON TRIP LENGTH (PTL)	VEHICLE TRIPS (VT)	VEHICLE MILES OF TRAVEL (VMT)	VEHICLE TRIP LENGTH (VTL)	VEHICLE OCCUPANCY (VO)
HOME	4,077,137,371	1.76	14,428,511,809	1.61	3.54	2,318,432,298	8,951,468,620	3.86	1.23
WORK	829,551,714	1.24	3,859,401,570	1.21	4.65	669,398,667	3,191,471,272	4.77	1.11
PERSONAL ERRANDS	1,018,647,973	1.45	3,218,551,536	1.24	3.16	703,125,550	2,590,454,329	3.68	1.57
COMMUNITY SERVING	252,365,235	2.34	820,564,285	1.44	3.25	107,818,479	570,008,450	5.29	1.57
SOCIAL / VACATION	209,800,739	1.32	1,033,841,034	1.20	4.93	159,336,722	862,405,831	5.41	1.52
SCHOOL	658,554,219	1.81	2,649,750,312	1.63	4.02	364,002,693	1,625,257,763	4.46	2.00
FAMILY CARE	2,740,356	1.90	2,920,889	1.67	1.07	1,445,879	1,745,896	1.21	2.00
MEDICAL / DENTAL	152,290,768	1.46	662,636,101	1.56	4.35	104,166,442	424,864,716	4.08	1.50
BUY MEALS	958,185,039	1.72	3,710,458,427	1.76	3.87	558,210,377	2,110,268,492	3.78	1.69
BUY GOODS	1,390,485,743	1.60	3,507,160,102	1.30	2.52	868,404,607	2,704,766,279	3.11	1.34
EXERCISE	805,437,552	4.70	1,936,604,261	3.06	2.40	171,343,231	633,223,364	3.70	1.21
RECREATION / ENTERTAINMENT	308,243,856	3.11	1,289,631,495	2.63	4.18	98,995,142	491,099,949	4.96	2.13
TOTAL	10,663,440,566	1.74	37,120,031,823	1.54	3.48	6,124,680,087	24,157,034,960	3.94	2.13

Source: 2022 National Household Travel Survey (NHTS). Summary of Trip Purpose for South Atlantic MSA/CMSA with more than 1 million population and heavy rail. Average of trips based on trip lengths of 10 Miles or Less.

APPENDIX F

Planning Level Cost (PLC) & Person Miles of Capacity (PMC)

APPENDX F: PLANNING LEVEL COST (PLC)		
PLC Note	**Project Type**	**Planning Level Cost (PLC) per miles**
5	10th Avenue Multi-Use Path	$5,731,075
10	2nd Avenue North Complete Street	$7,569,005
15	Complete Street (Purdy Road, Dolan Road, Alameada Drive)	$12,173,883
20	David Road Complete Street	$7,982,130
25	Forest Hill Lane Repurposing	$10,326,935
30	Greenbiar Drive / Park Lane Complete Street	$7,069,427
35	Kirk Road Complete Street	$5,889,629
40	Kirk Road & Lakewood Road Roundabout	$364,007
45	Kirk Road & Park Lane Roundabout	$384,649
50	Lake Worth Road (SR 802) & Davis Rd Intersection Improvements	$2,459,009
55	Lake Worth Road (SR 802) & Military Trail Lane Repurposing	$5,577,098
60	Lakewood Road Complete Street	$7,231,538
65	Meadow Road Complete Street	$8,098,547
70	Multi-Use Trail 12' Wide	$1,284,263
75	Multi-Use Trail 12' Wide (In Canal ROW)	$1,484,263
80	Pedestrian Bridge Connection	$1,290,000
85	Raised Intersection	$296,511
90	Rectangular Rapid Flashing beacon	$73,500
95	Sidewalk	$444,705
100	Traffic Calming	$2,940,000

PMC Note	Project Type	Person Miles of Capacity (PMC)
105	Complete Street with Paths	24,600
110	Major Intersection	4,000
115	Multi-Use Trail 12' Wide	7,200
120	Multi-Use Trail 12' Wide (In Canal ROW)	6,000
125	Cycle Track	4,800
130	Pedestrian Bridge	2,400
135	Raised Intersection	500
140	RRFB	500
155	Sidewalk	1,200
160	Single Lane Roundabout	4,000
165	Traffic Calming	900
170	Widen from Two (2) Lane Undivided to Two (2) Lane Divided Roadway	24,800

Appendix B: Florida's Generalized Service Volume Tables

Limited Access

Freeway Generalized Service Volume Tables

Peak Hour Directional

	B	C	D	E
(Core Urbanized)				
2 Lane	2,400	3,170	3,970	4,150
3 Lane	3,390	4,600	5,810	6,130
4 Lane	4,340	6,060	7,700	8,170
5 Lane	5,480	7,450	9,680	10,390
6 Lane	6,630	9,220	11,520	12,760
(Urbanized)				
2 Lane	2,500	3,300	4,070	4,240
3 Lane	3,570	4,900	6,080	6,360
4 Lane	4,720	6,500	8,090	8,490
5 Lane	5,790	8,020	10,020	10,610
(Transitioning)				
2 Lane	2,430	3,180	3,790	3,910
3 Lane	3,520	4,670	5,610	5,870
4 Lane	4,630	6,170	7,440	7,830
5 Lane	5,690	7,640	9,220	9,800
(Rural)				
2 Lane	2,010	2,770	3,270	3,650
3 Lane	2,820	3,990	4,770	5,470
4 Lane	3,630	5,220	6,260	7,300

Peak Hour Two-Way

	B	C	D	E
(Core Urbanized)				
4 Lane	4,360	5,760	7,220	7,550
6 Lane	6,160	8,360	10,560	11,150
8 Lane	7,890	11,020	14,000	14,850
10 Lane	9,960	13,550	17,600	18,890
12 Lane	12,050	16,760	20,950	23,200
(Urbanized)				
4 Lane	4,550	6,000	7,400	7,710
6 Lane	6,490	8,910	11,050	11,560
8 Lane	8,580	11,820	14,710	15,440
10 Lane	10,530	14,580	18,220	19,290
(Transitioning)				
4 Lane	4,420	5,780	6,890	7,110
6 Lane	6,400	8,490	10,200	10,670
8 Lane	8,420	11,220	13,530	14,240
10 Lane	10,350	13,890	16,760	17,820
(Rural)				
4 Lane	3,650	5,040	5,950	6,640
6 Lane	5,130	7,250	8,670	9,950
8 Lane	6,600	9,490	11,380	13,270

AADT

	B	C	D	E
(Core Urbanized)				
4 Lane	51,300	67,800	84,900	88,800
6 Lane	72,500	98,400	124,200	131,200
8 Lane	92,800	129,600	164,700	174,700
10 Lane	117,200	159,400	207,100	222,200
12 Lane	141,800	197,200	246,500	272,900
(Urbanized)				
4 Lane	50,600	66,700	82,200	85,700
6 Lane	72,100	99,000	122,800	128,400
8 Lane	95,300	131,300	163,400	171,600
10 Lane	117,000	162,000	202,400	214,300
(Transitioning)				
4 Lane	45,100	59,000	70,300	72,600
6 Lane	65,300	86,600	104,100	108,900
8 Lane	85,900	114,500	138,100	145,300
10 Lane	105,600	141,700	171,000	181,800
(Rural)				
4 Lane	34,800	48,000	56,700	63,200
6 Lane	48,900	69,000	82,600	94,800
8 Lane	62,900	90,400	108,400	126,400

Adjustment Factors

Auxiliary Lanes Present in Analysis Direction Adjustment: +1,000
Ramp Metering Present Adjustment: Multiply by 1.05

Auxiliary Lanes Present in Analysis Direction Adjustment: +1,800
Ramp Metering Present Adjustment: Multiply by 1.05

Auxiliary Lanes Present in Analysis Direction Adjustment: +20,000
Ramp Metering Present Adjustment: Multiply by 1.05

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

C1 & C2

Motor Vehicle Highway Generalized Service Volume Tables



(C1-Natural & C2-Rural)

Peak Hour Directional

	B	C	D	E
1 Lane	240	430	730	1,490
2 Lane	1,670	2,390	2,910	3,340
3 Lane	2,510	3,570	4,370	5,010

Peak Hour Two-Way

	B	C	D	E
2 Lane	440	780	1,330	2,710
4 Lane	3,040	4,350	5,290	6,070
6 Lane	4,560	6,490	7,950	9,110

AADT

	B	C	D	E
2 Lane	4,600	8,200	14,000	28,500
4 Lane	32,000	45,800	55,700	63,900
6 Lane	48,000	68,300	83,700	95,900

Adjustment Factors

2 Lane Divided Roadway with Exclusive Left Turn Adjustment: Multiply by 1.05
Multilane Undivided Highway with Exclusive Left Turn Adjustment: Multiply by 0.95
Multilane Undivided Highway without Exclusive Left Turn Adjustment:: Multiply by 0.75

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables



(C3C-Suburban Commercial)

Peak Hour Directional

	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	**
4 Lane	*	3,170	3,180	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290	4,870	**
8 Lane	*	5,760	5,780	**

AADT

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**



(C3R-Suburban Residential)

	B	C	D	E
1 Lane	*	970	1,110	**
2 Lane	*	1,700	1,850	**
3 Lane	*	2,620	2,730	**

	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

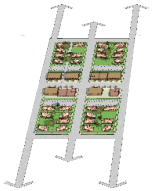
Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
* Cannot be achieved using table input value defaults.
** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables



(C2T-Rural Town)

Peak Hour Directional

	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

AADT

	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**



(C4-Urban General)

	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900

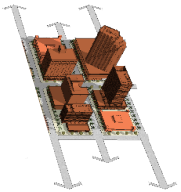


(C5-Urban Center)

	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600



(C6-Urban Core)

	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,710	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
* Cannot be achieved using table input value defaults.
** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

APPENDIX G

Roadway Plan

APPENDIX G: VILLAGE OF PALM SPRINGS 2045 MOBILITY PLAN: ROADWAY PLAN

Project ID	Street	From	To	Length (Miles) or Number	Project Type	Maintenance Entity	Project Description	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC Note	PMC Note	Reasonably Anticipated Funding	Funding Source
5	2nd Ave and Davis Rd, Lakewood Rd and Corrigan Ct, Lakewood Rd and Gulfstream Rd, Lakewood Rd and Coconut Rd, Canal Rd and Coconut Rd, Canal Rd and Corrigan Ct, Greenbrier Dr and Davis Rd.	2nd Ave	Davis Rd	7	Raised Intersection	VoPS	The project involves the development of a raised intersection including improvements such as drainage solutions, utility adjustments, enhanced lighting, a sidewalk connection, an ADA-compliant curb ramp, and a designated crosswalk, all featuring decorative pavers for aesthetic appeal.	Short to Long-Term (Up to 20 Years)	$2,075,579	4,200	85	135	$0	Mobility Fees & Other Funding Sources
10	Kirk Rd and Park Ln Roundabout	Kirk Rd	Park Ln	1	Roundabout	PBC	The existing planned project involves replacing the existing traffic signal with a single-lane roundabout, which will include necessary utility adjustments, paving and grading, and drainage upgrades. Additionally, the plan makes improvements to lighting, landscaping, and irrigation, as well as enhancements to connect the roundabout to the existing sidewalk network.	Mid-Term (3-5 Years)	$384,649	4,000	45	160	$0	Mobility Fees & Other Funding Sources
15	Kirk Rd and Lakewood Rd Roundabout	Kirk Rd	Lakewood Rd	1	Roundabout	PBC	The project involves replacing the existing traffic signal with a single-lane roundabout, which will include necessary utility adjustments, paving and grading, and drainage upgrades. Additionally, the plan makes improvements to lighting, landscaping, and irrigation, as well as enhancements to connect the roundabout to the existing sidewalk network.	Mid-Term (3-5 Years)	$364,007	4,000	40	160	$0	Mobility Fees & Other Funding Sources
20	Lake Worth Rd Improvements from Gulfstream to the Lake Worth Swapshop Drive In	Gulfstream Rd	Lake Worth Rd	0.31	Intersection Improvement	FDOT	Intersection improvements at Lake Worth Road and Davis Road with a new traffic signal. Add left turn and right turn lane along Davis Road South of Lake Worth Road as a main entrance to the potential redevelopment project at the old Lake Worth Swap Shop and Drive In. Remove the existing mid-block crossing east of Davis Road and create an extended left turn lane to accommodate future traffic. Milling and Resurfacing roadway.	Mid to Long-Term (10+Years)	$2,459,009	4,000	50	110	$2,213,108	90% FDOT Funding, Mobility Fees & Other Funding Sources
25	2nd Ave N Complete Street	S Congress Ave	Lake Worth Rd	0.66	Complete Streets Project	VoPS	Two lane roadway with curb and gutter, decorative pedestrian level lighting, connecting the existing 10-foot multi-use path, landscaping, shade trees, irrigation and incorporating drainage improvements and utilities adjustments	Mid-Term (3-5 Years)	$4,995,543	9,768	10	170	$0	Mobility Fees & Other Funding Sources
30	Davis Rd Complete Street	2nd Ave.	Alameda Dr.	1.73	Complete Streets Project	VoPS	Two lane roadway with curb and gutter, decorative pedestrian level lighting, designated as a 2 way cycle track on one side, landscaping, shade trees, irrigation and incorporating drainage improvements with minor utilities adjustments.	Mid to Long-Term (10+Years)	$13,809,085	44,288	20	105	$0	Mobility Fees & Other Funding Sources
35	Kirk Rd Complete Street	10th Ave	Purdy Ln	1.02	Complete Streets Project	PBC	Converting existing roadway from 2U to 2LD. Minor drainage adjustments, paving and signing and pavement markings. Install a 12' two-way cycle track along one side of Kirk road to provide bicycle access.	Mid-Term (3-5 Years)	$5,915,315	22,440	35	170	$0	Mobility Fees & Other Funding Sources
40	Greenbrier Dr/Park Lane	S Congress Ave	Military Trail	1.52	Complete Streets Project	VoPS	Two lane roadway with curb and gutter, decorative pedestrian level lighting, designated as a 2 way cycle track on one side, landscaping, shade trees, irrigation and incorporating drainage improvements and utilities adjustments	Mid-Term (3-5 Years)	$10,745,528	38,912	30	105	$0	Mobility Fees & Other Funding Sources
45	Purdy Road, Dolan Rd and Alameda Dr Complete Streets	S Congress Ave	Military Trail	1.53	Complete Streets Project	VoPS	Two lane roadway with curb and gutter, decorative pedestrian level lighting, designated as a 2 way cycle track on one side, landscaped median, raised intersection, midblock crossings , shade trees, irrigation and incorporating drainage improvements and utilities adjustments	Mid to Long-Term (10+Years)	$18,626,041	39,168	15	105	$0	Mobility Fees & Other Funding Sources
50	Meadow Rd Complete Street	Meadow Rd	Forest Hill Blvd	0.77	Complete Streets Project	VoPS	Two lane roadway with curb and gutter, decorative pedestrian level lighting, two 10' multiuse paths incorporating drainage improvements and utilities adjustments	Mid to Long-Term (10+Years)	$6,235,881	19,712	65	105	$0	Mobility Fees & Other Funding Sources
55	Lakewood Road Complete Street	Davis Road	Military Trail	1.01	Complete Streets Project	VoPS	Two lane roadway with curb and gutter, decorative pedestrian level lighting, two 10' multiuse paths incorporating drainage improvements and utilities adjustments	Mid-Term (3-5 Years)	$7,303,853	25,856	60	105	$0	Mobility Fees & Other Funding Sources

Note: The numbers under the PLC and PMC Notes heading correspond to the Planning Level Cost (PLC) and Person Mile of Capacity (PMC under Appendix F)

APPENDIX H

Multimodal Plan

APPENDIX H: VILLAGE OF PALM SPRINGS 2045 MOBILITY PLAN: MULTIMODAL PLAN														
Project ID	**Street**	**From**	**To**	**Length (Miles) or Number**	**Project Type**	**Maintenance Entity**	**Project Description**	**Timeframe**	**Planning Level Cost (PLC)**	**Person Miles of Capacity (PMC)**	**PLC Note**	**PMC Note**	**Reasonably Anticipated Funding**	**Funding Source**
60	Pedestrian Bridge Connection along Gulfstream Rd. over the L-9, L-10 and L11 Canal	NA	NA	3	Pedestrian Bridge	VoPS	Construction a 12' multi-use bridge over the canal.	Mid to Long-Term (10+Years)	$3,870,000	7,200	80	130	$0	Mobility Fees & Other Funding Sources
65	Crosswalk RRFB Various Locations (Kirk Rd L-8 Canal, Kirk Rd L-9 Canal, Davis Rd L-9 Canal, Kirk Rd L-10 Canal, Davis Rd L-10 Canal, Kirk Rd L-11 Canal, Davis Rd L-11 Canal)	NA	NA	7	Rectangular Rapid Flashing Beacon	VoPS/PBC	Install a solar powered RRFB in various locations at designated and proposed pedestrian crossings.	Short-Term (1-3 Years)	$514,500	4,200	90	140	$0	Mobility Fees & Other Funding Sources
70	Kirk Road Multi-use Path	Lake Worth Rd	10th Ave	0.76	Multi-Use Trail	PBC	Install a 12' two-way cycle track along one side of Kirk road to provide bicycle access.	Mid-Term (3-5 Years)	$1,476,040	5,472	70	115	$0	Mobility Fees & Other Funding Sources
75	Kirk Road Multi-use Path	Purdy Ln	Forest Hill Blvd	0.51	Multi-Use Trail	PBC	Install a 12' two-way cycle track along one side of Kirk road to provide bicycle access.	Mid-Term (3-5 Years)	$1,154,974	3,672	70	15	$0	Mobility Fees & Other Funding Sources
80	Canal L-8 Multi-use Path	Lake Worth Rd	Forest Hill Blvd	1.99	Multi Use Trail	VoPS/LWDD	Provide a 12' multi use path along the canal right of way	Mid to Long-Term (10+Years)	$2,953,684	14,328	75	115	$0	Mobility Fees & Other Funding Sources
85	Canal L-9 Multi-use Path	Lake Worth Rd	Forest Hill Blvd	1.89	Multi Use Trail	VoPS/LWDD	Provide a 12' multi use path along the canal right of way	Mid to Long-Term (10+Years)	$2,805,258	13,608	75	115	$0	Mobility Fees & Other Funding Sources
90	Canal L-10 Multi-use Path	Lake Worth Rd	Forest Hill Blvd	1.42	Multi Use Trail and Boardwalk	VoPS/LWDD	Provide a 12' multi use path along the canal right of way	Mid to Long-Term (10+Years)	$4,169,071	10,224	75	115	$0	Mobility Fees & Other Funding Sources
95	Canal L-11 Multi-use Path	Lake Worth Rd	Forest Hill Blvd	2.03	Multi Use Trail	VoPS/LWDD	Provide a 12' multi use path along the canal right of way	Mid to Long-Term (10+Years)	$3,013,055	14,616	75	115	$0	Mobility Fees & Other Funding Sources
100	Gulfstream Rd Multi-use Path	Lake Worth Rd	Alameda Dr	1.77	Multi Use Trail	VoPS	Provide a 12' multi use path along the roadway	Mid to Long-Term (10+Years)	$2,273,146	12,744	70	115	$0	Mobility Fees & Other Funding Sources
105	Sidewalk Gap Various Locations	Village Wide	Village Wide	27.03	Sidewalk	VoPS	Install 5' or 6' sidewalk to connect pedestrian access	Short to Long-Term (Up to 20 Years)	$12,018,292	32,430	95	155	$0	Mobility Fees & Other Funding Sources
110	Traffic Calming Village wide	Village Wide	Village Wide	Various Locations	Traffic Calming	VoPS	Install traffic calming	Short to Long-Term (Up to 20 Years)	$2,940,000	5,880	100	NA	$0	Mobility Fees & Other Funding Sources
115	Lake Worth Ave. Lane Repurposing	S. Congress Ave.	Military Trail	1.51	Lane Repurposing	FDOT	Lane repurposing project to reduce concrete median create a one-way cycle track for multimodal access. Minor drainage adjustments, paving and signing and pavement markings.	Mid to Long-Term (10+Years)	$8,421,417	9,060	55	120	$7,579,276	90% FDOT Funding, Mobility Fees & Other Funding Sources
120	10th Ave. Multi-use Path	S. Congress Ave.	Military Trail	1.51	Multi-Use Trail	PBC	Remove existing grass parkway and widen existing sidewalk to be an 8' to 12' multi-use trail	Mid-Term (3-5 Years)	$8,653,923	9,060	5	120	$0	Mobility Fees & Other Funding Sources
125	Military Trail Lane Repurposing	Lake Worth Rd	Forest Hill Blvd	2.28	Lane Repurposing	FDOT	Lane repurposing project to remove existing on street bike lane to create a one-way cycle track for multimodal access. Minor drainage adjustments, paving and signing and pavement markings.	Mid to Long-Term (10+Years)	$12,715,783	21,888	55	125	$11,444,204	90% FDOT Funding, Mobility Fees & Other Funding Sources
130	Forest Hill Lane Repurposing	Florida Mango	Military Trail	2.01	Lane Repurposing	FDOT	Lane repurposing project to remove existing grass swale and reduce concrete median create a one-way cycle track for multimodal access. Minor drainage adjustments, paving and signing and pavement markings.	Mid to Long-Term (10+Years)	$20,757,139	19,296	25	125	$18,681,425	90% FDOT Funding, Mobility Fees & Other Funding Sources

Note: The numbers under the PLC and PMC Notes heading correspond to the Planning Level Cost (PLC) and Person Mile of Capacity (PMC under Appendix F)

APPENDIX I

Mobility Programs

APPENDIX I: VILLAGE OF PALM SPRINGS 2045 MOBILITY PLAN: MOBILITY PROGRAMS									
Project ID	**Project Name**	**Project Type**	**Maintenance Entity**	**Project Description**	**Timeframe**	**Planning Level Cost (PLC)**	**Person Miles of Capacity (PMC)**	**Reasonably Anticipated Funding**	**Funding Source**
135	Complete Streets Policy	Citywide	VoPS	The Complete Streets Policy will ensure that all future street designs accommodate all users, including pedestrians, cyclists, and transit riders. The policy will integrate multimodal transportation strategies that promote safety and accessibility while enhancing the public realm. It will guide the city's infrastructure development, promoting sustainable and inclusive mobility options citywide.	Short-Term (1-3 Years)	$10,000	20	$0	Mobility Fees & Other Funding Sources
140	ADA Transition Plan	Citywide	VoPS	This plan will focus on upgrading city parks, public buildings, facilities, and public rights-of-way to meet ADA standards. It will include improvements such as curb ramps, accessible paths, and building modifications to ensure equal access for all individuals, including those with disabilities. The plan will prioritize areas with the most urgent accessibility needs and align with federal and state ADA compliance requirements.	Short-Term (1-3 Years)	$200,000	400	$0	Mobility Fees & Other Funding Sources
145	Safe Routes to School and Park Program	Citywide	VoPS	This program aims to improve pedestrian safety by addressing sidewalk gaps and ensuring safe walking and biking routes to schools, parks, and transit stops. It will include the installation of Rectangular Rapid Flashing Beacons (RRFBs) and other crossing improvements to enhance visibility and safety. The program will encourage walking and cycling as safe, viable alternatives to driving for school children and park-goers.	Mid-Term (3-5 Years)	$5,940,000	11,880	$0	Mobility Fees & Other Funding Sources
150	Microtransit Community Shuttle Ordinance	Citywide	VoPS	This ordinance will create a policy framework for managing microtransit and community shuttle services. It will align with the CRA plan and support transportation demand management by connecting future Transit-Oriented Developments (TODs) to key destinations. The ordinance will outline regulations for on-demand shuttle services, ensuring they provide efficient and flexible transportation options within the city.	Mid-Term (3-5 Years)	$25,000	50	$0	Mobility Fees & Other Funding Sources
155	Microtransit Community Shuttle Program	Citywide	VoPS	This program will fund a pilot community shuttle service to address mobility and parking challenges, especially during events. The first year of operations will be used to monitor ridership and adjust the service to better meet community needs. The shuttle will focus on improving accessibility to public spaces and reducing traffic congestion during peak event periods.	Mid to Long-Term (10+Years)	$400,000	800	$0	Mobility Fees & Other Funding Sources
160	Vision Zero Action Plan Update	Citywide	VoPS	The implementation of the Vision Zero Action Plan Update will focus on allocating funding and resources to evaluate the VZAP and it's progress while conducting other safety studies and corridor plans to implement the mobility vision. This includes quick-action safety improvements such as speed reductions, improved crosswalks, and enhanced signage.	Short to Long-Term (Up to 20 Years)	$200,000	400	$0	Mobility Fees & Other Funding Sources
165	Residential Traffic Calming Ordinance	Citywide	VoPS	This ordinance will allow residents to petition for traffic calming measures in their neighborhoods. Upon request, the village and the police department will conduct speed studies to assess traffic conditions. The ordinance will establish clear guidelines and processes for determining the feasibility of implementing measures such as speed humps, curb extensions, and other traffic-calming interventions.	Short-Term (1-3 Years)	$75,000	150	$0	Mobility Fees & Other Funding Sources
170	Residential Traffic Calming Program	Citywide	VoPS	The program will allocate funding for implementing traffic calming measures in residential areas based on requests and speed studies. The program will prioritize areas with significant speeding concerns and will aim to improve neighborhood safety by reducing vehicle speeds and improving the quality of life for residents.	Short to Long-Term (Up to 20 Years)	$200,000	400	$0	Mobility Fees & Other Funding Sources
175	Wayfinding Program	Citywide	VoPS	This program will develop a citywide, cohesive wayfinding system to enhance multimodal connectivity. It will include the installation of clear signage, maps, and markers to guide pedestrians, cyclists, and drivers to key destinations. The wayfinding system will improve navigation for residents and visitors, supporting the city's goals of increased walkability and transportation accessibility.	Short-Term (1-3 Years)	$400,000	800	$0	Mobility Fees & Other Funding Sources
180	Pedestrian Lighting Upgrade Program	Citywide	VoPS	This program will initiate a citywide lighting analysis and develop standards for street, park, and collector road lighting. The village will work with Florida Power & Light (FPL) through a franchise agreement to upgrade existing lighting infrastructure to improve pedestrian mobility, leveraging FPL poles where possible. Collaboration with FDOT and Palm Beach County will also be sought to enhance lighting on state and county roads, improving safety and visibility across the city.	Mid to Long-Term (10+Years)	$2,500,000	5,000	$0	Mobility Fees & Other Funding Sources

APPENDIX J

Trip Generation

APPENDIX J: TRIP GENERATION (TG)			
LAND USE CATEGORIES (DARK GREY), USE CLASSIFICATIONS, & REPRESENTATIVE USES (IN PARENTHESES)	UNIT OF MEASURE (UOM)	TRIP GENERATION (TG)	ITE LAND USE CODES
Residential Uses			
Residential Dwelling (attached, detached, duplex, group, row, multiple-family, single-family)	per 1,000 Sq. Ft.	5.62	See Residential
Institutional Uses			
Community Serving (Center, Club, Clubhouse, Lodge, Museum, Performance Venues, Place of Assembly or Worship)	per 1,000 Sq. Ft.	5.52	See Community Serving
Long Term Care (Adult Day Care, Assisted Living, Continuum of Care Facility, Group Care, Nursing Home)	per 1,000 Sq. Ft.	6.68	See Long Term Care
Private Education (Afterschool, Child Care or Day Care, K-12, Pre-K, Trade School, Tutor)	per 1,000 Sq. Ft.	9.82	See Private Education
Commercial Recreation Facility Uses			
Outdoor Recreation (Courts, Fields, Fitness, Golf, Multi-Purpose, Sports)	per Acre	27.43	See Outdoor Recreation
Indoor Recreation (Fitness, Gym, Health, Indoor Amusement, Entertainment or Sports, Kids Activities or Fitness)	per 1,000 Sq. Ft.	24.86	See Indoor Recreation
Industrial Uses			
Industrial (Heavy, Flex-Unit, Light, Micro-brewery, Self or Outdoor Storage, Utilities)	per 1,000 Sq. Ft.	3.69	See Industrial
Office Uses			
Business (Business, Profession and Occupation, Business or Professional Service, Higher Education, Hospital)	per 1,000 Sq. Ft.	11.58	See Office
Medical or Dental (Clinic, Dental, Health Service, Laboratory, Emergency Care, Rehab, Veterinary)	per 1,000 Sq. Ft.	32.84	See Medical Office
Retail Sales and Service Uses			
Retail (Discount, Large Scale, Nursery, Personal Services, Sales & Services, Superstore, Variety, Vehicle Sales)	per 1,000 Sq. Ft.	42.00	See Retail
High Impact Retail (Drinking Establishment, Financial Service, Full Service Restaurant, Grocery, Package Liquor, Pharmacy)	per 1,000 Sq. Ft.	106.33	See Impact Retail
Convenience Retail (Convenience Store, Gas or Service Station)	per 1,000 Sq. Ft.	605.86	See Convenience Retail
Quick Service Restaurant (Carry Out, Delivery Oriented, Drive-In, Fast Casual, Fast Food)	per 1,000 Sq. Ft.	354.87	See Quick Service Restaurant
Non-Residential Additive Uses (All uses are additive except mobile residence and overnight lodging)			
Automotive Repair Establishment (Major or Minor Repair, Tires)	per Bay or Stall	33.35	See Automotive Repair
Commercial Use Drive-Thru (Convenience, Dry Cleaner, High Impact Retail, Retail)	per Lane	125.26	See Commercial Use Drive-Thru
Financial Service Drive-Thru Lane or Free-Standing ATM (Banks, Credit Unions, Other Financial)	per Lane / ATM	137.06	See Financial Services
Overnight Lodging (B&B, Hotel, Motel, Short Term Vacation Rental)	per Room	6.67	See Overnight Lodging
Quick Service Restaurant Drive Thru	per Lane	507.99	See Quick Service Restaurant Drive-Thru
Mobile Residence (Mobile Home (MH), Recreational Vehicle (RV), Travel Trailer (TT), MH, RV, and / or TT Park)	per Space / Lot	4.47	See Mobile Residence
Vehicle Charging or Fueling (Commercial Facility which requires Membership or Payment)	per Charging or Fueling Position	203.65	See Vehicle Fueling
Vehicle Cleaning (Automated, Carwash, Detailing, Self-Service, Wash, Wax)	per Lane or Stall plus per five (5) Stations	321.08	See Vehicle Cleaning

RESIDENTIAL TRIP GENERATION									
ITE LAND USE	**ITE LAND USE CODE**	**UNIT OF MEASURE**	**TRIP GENERATION (TG)**	**TOTAL NUMBER OF STUDIES (TS)**	**SQUARE FOOTAGE (SF)**	**SQUARE FOOTAGE PER 1,000 SQ. FT. (SF1000)**	**TRIP GENERATION PER 1,000 SQ. FT. (TG1000)**	**TRIP STUDIED (WEIGHTED) (TSw)**	**TRIP GENERATION (WEIGHTED) (TGw)**
SINGLE-FAMILY DETACHED	**210**	**DWELLING UNIT**	**9.43**	**174**	**1,814**	**1.814**	**5.20**	**0.798**	**4.15**
SINGLE-FAMILY ATTACHED	**215**	**DWELLING UNIT**	**7.20**	**22**	**1,026**	**1.026**	**7.02**	**0.101**	**0.71**
MULTI-FAMILY (LOW-RISE)	**220**	**DWELLING UNIT**	**6.74**	**22**	**891**	**0.891**	**7.56**	**0.101**	**0.76**
TOTAL				**218**			***6.59***	**1.000**	**5.62**

Notes: Residential trip generation rates are based on the type of dwelling unit and the applicable trip generation rate per the 11th Edition of the ITE Trip Generation Manual. Residential trip generation rates were converted into trip rates per 1,000 square feet. The first step in the conversion was utilizing average square per type of dwelling unit within the Village of Palm Springs based on Palm Beach County Property Appraiser Data as of 2024. The assigned square footage of each unit type is then divided by 1,000 (**Appendix TBD**).

A Trip Study weighting is then calculated based on the number of studies per use. A Trip Generation weight is then calculated based on the weighted trip studies. The following is the calculation for Single-Family Detached land uses: Sq Ft per 1,000: (1,814 / 1,000 = 1.814); The trip generation per 1,000 Sq. Ft. is calculated per the following: (9.43 / 1.814 = 5.20); The trip study weight is calculated per the following: (174 / 218 = 0.798); The weighted trip generation is calculated per the following: (5.20 / 0.798 = 4.15). The residential trip generation per 1,000 sq. ft. is based on the sum of the following: (4.15 + 0.71 + 0.76 = 5.62).

COMMUNITY SERVING TRIP GENERATION												
ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES	CALCULATED DAILY TRIPS (TG)	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
CHURCH	560	1000 SF	0.32	0.070	6	0.49	0.07	11	17	5.79	0.89	5.18
MUSEUM	580	1000 SF	0.28	0.070	1	0.18	0.07	1	2	3.29	0.11	0.35
TOTAL	--	--	--	--	7	--	--	12	19	--	1.00	5.52

Notes: Community Serving Trip Generation based on the AM and PM Peak of adjacent street traffic per room based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on a peak to daily factor of 0.07. The Trip Generation Weight (TGw) is calculated based on daily trips multiplied by Trip Study Weight (TSw). The total trips per room is the sum of the weighted Trip Generation (TGw). Church Example: = ((0.32 / .07) + (0.49 / 0.07)) = 5.79; TSw = (17 / 19) = 0.89; TGw = (5.79 x 0.89) = 5.18. Community Serving Trip Generation is the sum of the weighted trip generation (5.18 + 0.35) = 5.52.

LONG TERM CARE TRIP GENERATION												
ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK TRIPS (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK TRIPS (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES	CALCULATED DAILY	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
CONGREGATE CARE FACILITY	253	DWELLING	0.08	0.047	8	0.18	0.081	9	17	1.96	0.23	0.46
CONTINUING CARE RETIREMENT COMMUNITY	255	UNITS	0.15	0.047	15	0.19	0.081	15	30	2.77	0.41	1.14
LONG TERM CARE TRIP GENERATION PER 1,000 SQ. FT.												
CONGREGATE CARE FACILITY	253	1000 SQ. FT.	0.26	0.047	8	0.59	0.081	9	17	6.48	0.23	1.51
ASSISTED LIVING	254	1000 SQ. FT.	0.38	0.093	5	0.48	0.088	5	10	4.77	0.14	0.65
CONTINUING CARE RETIREMENT COMMUNITY	255	1000 SQ. FT.	0.38	0.047	15	0.48	0.081	15	30	6.92	0.41	2.84
NURSING HOME	620	1000 SQ. FT.	0.55	0.075	8	0.59	0.074	8	16	7.65	0.22	1.68
TOTAL / *AVERAGE*			*0.39*	*0.066*	36	*0.53*	*0.081*	37	73	*6.46*	1.00	6.68

Notes: Long Term Care Trip Generation based on the AM and PM Peak of adjacent street traffic based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. Congregate Care Facilities and Continuing Care Retirement Community were converted from units to 1,000 sq. ft. based on unit sizes of 330 sq. ft. and 400 sq. ft. respectively. Congregate Care Facilities AM and PM Peak Trips were multiplied by 3.3 to convert 330 sq. ft. units to 1,000 sq. ft. Continuing Care Retirement Community AM and PM Peak Trips were multiplied by 2.5 to convert 400 sq. ft. units to 1,000 sq. ft. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per 1,000 sq. ft. is the sum of the weighted Trip Generation (TGW). Nursing Home Example: DT = ((0.55 / .075) + (0.59 / 0.074)) = 7.65; TSW = (16 / 73) = 0.22; TGW = (7.65 x 0.22) = 1.68. Long Term Care TG: Sum(1.51 + 0.65 + 2.84 + 1.68) = 6.68. ***Average values in the last row are shown in italics for informational purposes only.***

PRIVATE EDUCATION TRIP GENERATION										
ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK OF GENERATOR	NUMBER OF STUDIES	PM PEAK OF GENERATOR	TOTAL NUMBER OF STUDIES	CALCULATED DAILY	TOTAL NUMBER OF STUDIES	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
ELEMENTARY SCHOOL	520	STUDENTS	0.75	46	0.45	54	1.80	100	0.19	0.34
MIDDLE SCHOOL / JR HIGH SCHOOL	522	STUDENTS	0.74	25	0.36	29	1.65	54	0.10	0.17
HIGH SCHOOL	525	STUDENTS	0.51	51	0.32	65	1.25	116	0.22	0.28
PRIVATE K-8	530	STUDENTS	1.01	14	0.6	12	2.42	26	0.05	0.12
PRIVATE K-12	532	STUDENTS	0.8	5	0.53	3	2.00	8	0.02	0.03
PRIVATE HIGH SCHOOL	534	STUDENTS	0.66	4	0.40	4	1.59	8	0.02	0.02
CHARTER ELEMENTARY SCHOOL	536	STUDENTS	1.07	26	0.72	27	2.69	53	0.10	0.27
CHARTER HIGH SCHOOL	538	STUDENTS	0.94	4	0.73	4	2.51	8	0.02	0.04
DAY CARE	565	STUDENTS	0.79	75	0.81	75	2.40	150	0.29	0.69
TOTAL								523	1.00	1.96
CALCULATED DAILY TRIP GENERATION RATE PER 1,000 SQ. FT. IS (1.96 x 5) = 9.82 PER 1,000 SQ. FT.										9.82

DAILY TRIP GENERATION RATE OF 9.82 PER 1,000 SQ. FT. BASED ON 1,000 SQ. FT. DIVIDED BY THE AVERAGE SQUARE FEET PER STUDENT OF 200 SQ. FT. MULTIPLIED BY WEIGHTED TRIP GENERATION PER STUDENT: (1,000 / 200 = 5.00); (1.96 X 5.00 = 13.76). TRIP GENERATION ROUNDED TO NEAREST 100TH PLACE. DAILY TRIPS BASED ON THE SUM OF THE AM AND PM PEAK HOUR OF GENERATOR TIMES A PEAK-TO-DAILY FACTOR OF 1.5: (E.G., CHARTER HIGH SCHOOL 0.94 + 0.73 = 1.67; 1.67 X 1.5 = 2.51). PEAK HOUR DATA HAD SIGNIFICANTLY MORE STUDIES THAN DAILY DATA. TOTAL NUMBER OF STUDIES BASED ON THE SUM OF THE NUMBER OF STUDIES FOR THE AM AND PM PEAK HOUR OF GENERATOR PER SCHOOL TYPE. ALL TRIP GENERATION DATA BASED ON THE ITE TRIP GENERATION MANUAL, 11TH EDITION.

AVERAGE SQUARE FEET PER STUDENT = 142.5 SQ. FT. BASED ON A WEIGHTED AVERAGE OF STUDENTS PER SCHOOL TYPE BASED ON TABLE 10 FROM THE FLORIDA DEPARTMENT OF EDUCATION REVIEW & ADJUSTMENT FOR FLORIDA'S COST PER STUDENT STATION (JANUARY 2020).

OUTDOOR ENTERTAINMENT TRIP GENERATION												
ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK TRIPS (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK TRIPS (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES	CALCULATED DAILY	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
GOLF DRIVING RANGE	432	TEES	0.08	0.029	1	0.18	0.072	1	2	2.63	0.13	0.33
SOCCER COMPLEX	488	FIELDS	0.99	0.029	5	16.43	0.072	5	10	131.17	0.63	81.98
TENNIS CLUB	490	COURTS	--	--	--	4.21	0.083	2	2	50.72	0.13	6.34
RACQUET / TENNIS CLUB	491	COURTS	--	--	--	3.82	0.083	2	2	46.02	0.13	5.75
TOTAL / AVERAGE					6			10	16	57.64	1.00	94.40
OUTDOOR COMMERCIAL RECREATION TRIP GENERATIONPER ACRE												
PUBLIC PARK	410	ACRES	0.03	0.083	5	0.11	0.083	6	11	0.86	0.31	0.27
GOLF COURSE	430	ACRES	0.19	0.083	3	0.28	0.083	3	6	2.83	0.17	0.49
GOLF DRIVING RANGE	432	ACRES	0.16	0.029	1	0.36	0.072	1	2	5.26	0.06	0.30
AMUSEMENT PARK	480	ACRES	0.21	0.093	1	3.95	0.088	1	2	23.57	0.06	1.35
SOCCER COMPLEX	488	ACRES	0.40	0.029	5	6.57	0.072	5	10	52.47	0.29	14.99
TENNIS CLUB	490	ACRES	--	--	--	8.42	0.083	2	2	101.45	0.06	5.80
RACQUET / TENNIS CLUB	491	ACRES	--	--	--	7.64	0.083	2	2	92.05	0.06	5.26
TOTAL / *AVERAGE*		ACRES	*0.24*	*0.059*	15	*3.90*	*0.081*	20	35	*39.78*	1.00	28.45

Notes: Outdoor Entertainment Trip Generation based on the AM and PM Peak of adjacent street traffic based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The trip generation for golf driving ranges was converted from tees to acreage based on two (2) tees per acre. The trip generation for a soccer complex was converted from fields to acreage based on two and a half acres (2.5) per field. The trip generation for tennis courts and a request / tennis court was converted from courts to acreage based on two (2) courts per acre. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per acre is the sum of the weighted Trip Generation (TGW). Golf Course Example: DT = ((0.19 / .083) + (0.28 / 0.083)) = 2.83; TSW = (6 / 35) = 0.17; TGW = (2.83 x 0.17) = 0.49. Outdoor Entertainment TG is equal to the sum of the following: (0.27 + 0.49 + 0.30 + 1.35 + 14.99 + 5.80 + 5.26) = 28.45. ***Average values in the last row are shown in italics for informational purposes only.***

INDOOR ENTERTAINMENT TRIP GENERATION												
ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES	CALCULATED DAILY	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
ROCK CLIMBING GYM	434	1,000 SQ. FT.	1.40	0.068	1	1.64	0.123	1	2	16.96	0.04	0.65
MULTI-PURPOSE	435	1,000 SQ. FT.	0.00	0.068	0	3.58	0.123	3	3	14.55	0.06	0.84
TRAMPOLINE PARK	436	1,000 SQ. FT.	0.00	0.068	0	1.50	0.123	3	3	6.10	0.06	0.35
BOWLING ALLEY	437	1,000 SQ. FT.	0.81	0.068	1	1.16	0.123	5	6	10.67	0.12	1.23
HEALTH / FITNESS	492	1,000 SQ. FT.	1.31	0.068	6	3.45	0.123	8	14	23.66	0.27	6.37
ATHLETIC CLUB	493	1,000 SQ. FT.	3.16	0.068	2	6.29	0.123	3	5	48.80	0.10	4.69
COMMUNITY CENTER	495	1,000 SQ. FT.	1.91	0.068	12	2.50	0.123	15	27	24.21	0.52	12.57
TOTAL	--	--	--	0.068	21	--	0.123	31	52	--	1.00	24.86

Notes: Indoor Entertainment Trip Generation based on the AM and PM Peak of adjacent street traffic per 1,000 square feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Code 495 (Recreational Community Center). This was the only indoor recreational use with a reported daily trip distribution. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per 1,000 SQ. FT. is the sum of the weighted Trip Generation (TGW). Community Center Example: DT = ((1.91 / .068) + (2.50 / 0.123)) = 24.21; TSW = (27 / 52) = 0.52; TGW = (24.41 x 0.52) = 12.57. Indoor Commercial Recreation Trip Generation is the sum of (0.65 + 0.84 + 0.35 + 1.23 + 6.37 + 4.69 + 12.57) = 24.86. ***Average values in the last row are shown in italics for informational purposes only.***

INDUSTRIAL TRIP GENERATION						
ITE LAND USE	ITE LAND USE CODE	UNIT OF MEASURE	DAILY TRIP (DT) GENERATION	TOTAL NUMBER OF STUDIES (TS)	TRIP STUDIES (WEIGHTED)	TRIP GENERATION (WEIGHTED)
LIGHT INDUSTRIAL	110	1,000 SQ. FT.	4.87	37	0.117	0.572
INDUSTRIAL PARK	130	1,000 SQ. FT.	3.37	27	0.086	0.289
MANUFACTURING	140	1,000 SQ. FT.	4.75	53	0.168	0.799
WAREHOUSE	150	1,000 SQ. FT.	1.71	31	0.098	0.168
MINI-WAREHOUSE	151	1,000 SQ. FT.	1.45	16	0.051	0.074
HIGH CUBE TRANSLOAD	154	1,000 SQ. FT.	1.4	91	0.289	0.404
HIGH CUBE FULFILLMENT	155	1,000 SQ. FT.	1.81	10	0.032	0.057
HIGH CUBE FULFILLMENT - SORTING	155	1,000 SQ. FT.	6.44	2	0.006	0.041
HIGH CUBE PARCEL HUB	156	1,000 SQ. FT.	4.63	8	0.025	0.118
HIGH CUBE COLD STORAGE	157	1,000 SQ. FT.	2.12	5	0.016	0.034
DATA CENTER	160	1,000 SQ. FT.	0.99	2	0.006	0.006
UTILITY	170	1,000 SQ. FT.	12.29	13	0.041	0.507
SPECIALTY TRADE	180	1,000 SQ. FT.	9.82	20	0.063	0.623
AVERAGE (STUDIES = TOTAL)				315	1.00	3.69

Notes: Industrial Trip Generation based on the Daily Rate from the 11th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted for Daily Trips are used to calculate a Trip Study Weight (TSW). The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per 1,000 sq. ft. is the sum of the weighted Trip Generation (TGW). Light Industrial Example: TSW = (37 / 315) = 0.117; TGW = (4.87 x 0.117) = 0.572. Industrial TG: Sum (0.572 + 0.289 + 0.799 + 0.168 + 0.074 + 0.404 + 0.057 + 0.041 + 0.118 + 0.034 + 0.0006 + 0.507 + 0.623) = 3.69.

OFFICE TRIP GENERATION						
USE	ITE	VARIABLE	DAILY TRIPS (DT)	NUMBER OF STUDIES (TS)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
OFFICE	710	1,000 SQ. FT.	10.84	59	0.38	4.15
SMALL OFFICE	712	1,000 SQ. FT.	14.39	21	0.14	1.96
CORPORATE HEADQUATERS	714	1,000 SQ. FT.	7.95	7	0.05	0.36
SINGLE TENANT	715	1,000 SQ. FT.	13.07	12	0.08	1.02
HOSPITAL	610	1,000 SQ. FT.	10.77	7	0.05	0.49
OFFICE PARK	750	1,000 SQ. FT.	11.07	10	0.06	0.72
RESEARCH & DEVELOPMENT	760	1,000 SQ. FT.	11.08	22	0.14	1.58
BUSINESS PARK	770	1,000 SQ. FT.	12.44	16	0.10	1.29
TOTAL				154	1.00	11.58

Notes: Office Trip Generation based on Daily Weekday Trip Generation per 1,000 squate feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on ITE Trip Generation Manual 11th edition. The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Office Example: TSw = (59 / 154) = 0.38; TGw = (10.84 x 0.38) = 4.15. Office Trip Generation is the sum of (4.15 + 1.96 + 0.36 + 1.02 + 0.49 + 0.72 + 1.58 + 1.29) = 11.58.

MEDICAL OFFICE TRIP GENERATION						
USE	**ITE**	**VARIABLE**	**DAILY TRIPS (DT)**	**NUMBER OF STUDIES (TS)**	**WEIGHTED TRIP STUDY (TSw)**	**WEIGHTED TRIP GENERATION (TGw)**
MEDICAL OFFICE	**720**	**1,000 SQ. FT.**	**36.00**	**18**	**0.49**	**17.51**
CLINIC	**630**	**1,000 SQ. FT.**	**37.60**	**9**	**0.24**	**9.15**
VETERINARY	**640**	**1,000 SQ. FT.**	**21.50**	**6**	**0.16**	**3.49**
EMERGENCY CARE	**650**	**1,000 SQ. FT.**	**24.94**	**4**	**0.11**	**2.70**
TOTAL			**30.01**	**37**	**1.00**	**32.84**

Notes: Medical Office Trip Generation based on Daily Weekday Trip Generation per 1,000 square feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on ITE Trip Generation Manual 11th edition. The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Medical Office Example: TSw = (18 / 37) = 0.49; TGw = (36.00 x 0.49) = 17.51. Medical Office Trip Generation is the sum of (17.51 + 9.15 + 3.49 + 2.93 + 2.70) = 32.84. ***Average values in the last row are shown in italics for informational purposes only.***

RETAIL TRIP GENERATION						
USE	ITE LAND USE CODE	UNIT OF MEASURE	DAILY TRIPS (DT)	NUMBER OF STUDIES (TS)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
BUILDING MATERIALS & LUMBER	812	1,000 SQ. FT.	17.05	13	0.03	0.57
FREE STANDING DISCOUNT SUPERSTORE	813	1,000 SQ. FT.	50.52	72	0.19	9.42
VARIETY STORE	814	1,000 SQ. FT.	63.66	29	0.08	4.78
FREE STANDING DISCOUNT STORE	815	1,000 SQ. FT.	53.87	21	0.05	2.93
NURSERY GARDEN CENTER	817	1,000 SQ. FT.	68.10	10	0.03	1.76
MULTI-TENANT GREATER THAN 150K	820	1,000 SQ. FT.	37.01	108	0.28	10.36
MULTI-TENANT 40K to 150K WITHOUT SUPERMARKET	821	1,000 SQ. FT.	67.52	7	0.02	1.22
MULTI-TENANT UNDER 40K	822	1,000 SQ. FT.	54.45	4	0.01	0.56
AUTO SALES NEW	840	1,000 SQ. FT.	27.84	18	0.05	1.30
AUTO SALES USED	841	1,000 SQ. FT.	27.06	14	0.04	0.98
AUTO PARTS SALES	843	1,000 SQ. FT.	55.34	12	0.03	1.72
TIRE STORE	848	1,000 SQ. FT.	27.69	13	0.03	0.93
DISCOUNT CLUB	857	1,000 SQ. FT.	42.46	20	0.05	2.20
SPORTING GOODS SUPERSTORE	861	1,000 SQ. FT.	23.78	8	0.02	0.49
HOME IMPROVEMENT	862	1,000 SQ. FT.	30.74	19	0.05	1.51
ELECTRONIC SUPERSTORE	863	1,000 SQ. FT.	41.05	5	0.01	0.53
DISCOUNT HOME FURNISHINGS	869	1,000 SQ. FT.	20.00	8	0.02	0.41
DEPARTMENT STORE	875	1,000 SQ. FT.	22.88	5	0.01	0.30
TOTAL		1,000 SQ. FT.	*40.61*	386	1.00	42.00

Notes: Retail Trip Generation based on Daily Weekday Trip (DT) Generation per 1,000 square feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual. The simple average for daily trips is for information purposes only to illustrate the difference compared to weighted trips. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Variety Store Example: TSw = (29 / 386) = 0.08; TGw = (63.66 x 0.08) = 4.78. Retail Trip Generation is the sum of (0.57 + 9.42 + 4.78 + 2.93 + 1.76 + 10.36 + 1.22 + 0.56 + 1.30 + 0.98 + 1.72 + 0.93 + 2.20 + 0.49 + 1.51 + 0.53 + 0.41 + 0.30) = 42.00. ***Average values in the last row are shown in italics for informational purposes only.***

HIGH IMPACT RETAIL TRIP GENERATION						
USE	ITE LAND USE CODE	UNIT OF MEASURE	DAILY TRIPS (DT)	NUMBER OF STUDIES (TS)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
MULTI-TENANT 40K to 150K WITH SUPERMARKET	821	1,000 SQ. FT.	94.49	17	0.12	11.00
SUPERMARKET	850	1,000 SQ. FT.	93.84	22	0.15	14.14
PHARMACY WITH DRIVE-THRU	881	1,000 SQ. FT.	108.4	16	0.11	11.88
MARJUANA DISPENSARY	882	1,000 SQ. FT.	211.12	7	0.05	10.12
LIQUOR STORE	899	1,000 SQ. FT.	107.21	5	0.03	3.67
DRIVE-IN BANK	912	1,000 SQ. FT.	100.35	19	0.13	13.06
FINE DINING RESTAURANT	931	1,000 SQ. FT.	83.84	10	0.07	5.74
HIGH TURN OVER RESTAURANT	932	1,000 SQ. FT.	107.2	50	0.34	36.71
TOTAL		1,000 SQ. FT.	113.31	146	1.00	106.33

Notes: High Impact Retail Trip Generation based on Daily Weekday Trip (DT) Generation per 1,000 square feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual. The simple average for daily trips is for information purposes only to illustrate the differance compared to weighted trips. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Supermarket Example: TSw = (22 / 146) = 0.15; TGw = (93.84 x 0.15) = 14.14. High Impact Retail Trip Generation is the sum of (11.00 + 14.14 + 11.88 + 10.12 + 3.67 + 13.06 + 36.71) = 106.33.

CONVENIENCE STORE TRIP GENERATION												
USE	ITE LAND USE CODE	UNIT OF MEASURE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (TS)	DAILY TRIPS (DT)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
CONVENIENCE STORE	851	1,000 SQ. FT.	62.54	0.062	39	49.11	0.060	39	78	913.60	0.23	205.96
CONVENIENCE STORE WITH GAS (2 TO 8 POSITIONS)	945	1,000 SQ. FT.	40.59	0.062	57	48.48	0.071	67	124	668.75	0.36	239.67
CONVENIENCE STORE WITH GAS (9 TO 15 POSITIONS)	945	1,000 SQ. FT.	56.52	0.065	34	54.52	0.068	39	73	835.65	0.21	176.31
CONVENIENCE STORE WITH GAS (16 TO 24 POSITIONS)	945	1,000 SQ. FT.	91.35	0.065	32	78.95	0.068	39	71	1283.21	0.21	263.32
TOTAL		1,000 SQ. FT.	*62.75*	*0.06*	162	*57.77*	*0.07*	184	346	*925.30*	1.00	885.25
NET TRIP GENERATION (BASED ON TGw PER 1,000 SQ. FT. MINUS TGw PER FUEL POSITION x 2: (885.25 - (279.39 x 2)) = 326.47												326.47
AUTO CHARGING & FUELING TRIP GENERATION												
GASOLINE SERVICE STATION	944	PER FUEL POSITION	10.28	0.050	53	13.91	0.075	65	118	195.53	0.31	59.77
CONVENIENCE STORE WITH GAS (2-4K)	945	PER FUEL POSITION	16.06	0.062	76	18.42	0.071	93	169	259.23	0.44	113.50
CONVENIENCE STORE WITH GAS (4-5.5K)	945	PER FUEL POSITION	27.04	0.065	18	22.76	0.068	23	41	375.35	0.11	39.87
CONVENIENCE STORE WITH GAS (5.5-10K)	945	PER FUEL POSITION	31.60	0.065	29	26.90	0.068	29	58	440.87	0.15	66.24
TOTAL		PER FUEL POSITION	*21.25*	*0.06*	176	*20.50*	*0.07*	210	386	*317.75*	1.00	279.39

Notes: Convenience Retail and Motor Vehicle Fueling Trip Generation based on the AM and PM Peak of adjacent street traffic per the 11th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for applicable ITE Land Use Codes. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per unit of measure is the sum of the Weighted Trip Generation (WTG). Convenience Store Example: DT = ((62.54 / .062) + (49.11 / 0.060)) = 913.60; TSw = (78 / 346) = 0.23; TGw = (913.60 x 0.23) = 205.96. Convenience Store Trip Generation per 1,000 sq. ft. is the sum of (205.96 + 239.67 + 176.31 + 263.32) = 885.25. Motor Vehicle Fueling Trip Generation per fuel position is the sum of (59.77 + 113.50 + 39.87 + 66.24) = 279.39. The net trip generation rate for Convenience Retail is determined by multiplying the fuel position rate by two positions and subtracting the sum from the convenience store rate per 1,000 sq. ft.: (279.39 x 2) = 558.77; (885.25 - 558.77) = 326.47. ***Average values in the last row are shown in italics for informational purposes only.***

QUICK SERVICE RESTAURANT TRIP GENERATION												
ITE LAND USE	**ITE LAND USE CODE**	**VARIABLE**	**AM PEAK (7 to 9)**	**AM PEAK FACTOR**	**AM NUMBER OF STUDIES**	**PM PEAK (4 to 6)**	**PM PEAK FACTOR**	**PM NUMBER OF STUDIES**	**TOTAL NUMBER OF STUDIES (TS)**	**CALCULATED DAILY TRIPS (DT)**	**WEIGHTED TRIP STUDY (TSw)**	**WEIGHTED TRIP GENERATION (TGw)**
FAST CASUAL RESTAURANT	**930**	**1,000 SQ. FT.**	**1.43**	**0.015**	**1**	**12.55**	**0.074**	**15**	**16**	**132.46**	**0.03**	**4.53**
FAST FOOD WITHOUT DRIVE-THRU	**933**	**1,000 SQ. FT.**	**43.18**	**0.019**	**3**	**33.21**	**0.064**	**8**	**11**	**1395.77**	**0.02**	**32.81**
FAST FOOD WITH DRIVE-THRU	**934**	**1,000 SQ. FT.**	**44.61**	**0.035**	**96**	**33.03**	**0.067**	**190**	**286**	**883.78**	**0.61**	**540.09**
COFFEE DONUT WITHOUT DRIVE-THRU	**936**	**1,000 SQ. FT.**	**93.08**	**0.1**	**25**	**32.29**	**0.044**	**16**	**41**	**832.33**	**0.09**	**72.92**
COFFEE DONUT WITH DRIVE-THRU	**937**	**1,000 SQ. FT.**	**85.88**	**0.1**	**78**	**38.99**	**0.044**	**36**	**114**	**872.47**	**0.24**	**212.52**
TOTAL	**--**	**1,000 SQ. FT.**	***53.64***	***0.054***	**203**	***30.01***	***0.059***	**265**	**468**	***823.36***	**1.00**	**862.86**
NET TRIP GENERATION (BASED ON TGw PER 1,000 SQ. FT. MINUS TGw PER DRIVE-THRU: (862-86 - 507.99) = 354.87												**354.87**

Notes: Quick Service Restaurant Trip Generation based on the AM and PM Peak of adjacent street traffic per 1000 Sq Ft based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Codes 930, 933, 934, 936 and 937. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per 1000 Sq. Ft is the sum of the Weighted Trip Generation (WTG). Fast Casual Restaurant Example: DT = ((1.43/ .015) + (12.55 / 0.074)) = 132.46; TSw = (16 / 468) = 0.03; TGw = (132.46 x 0.03) = 4.53. Quick Service Restaurant Trip Generation per 1000 Sq Ft is the sum of (4.53 + 32.81 + 540.09 + 72.92 + 212.52) = 862.86. The average trip generation associated with drive-thru lanes is 507.99 trips. **The net trip generation is equal to 862.86 minus 507.99 = 354.87**. ***Average values in the last row are shown in italics for informational purposes only.***

AUTOMOTIVE REPAIR ESTABLISHMENT TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (TS)	CALCULATED DAILY TRIPS (DT)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
AUTOMOBILE SALES NEW	840	SERVICE BAY	2.03	0.083	3	2.26	0.082	3	6	26.01	0.10	2.56
TIRE STORE	848	SERVICE BAY	2.10	0.066	9	3.42	0.091	10	19	34.70	0.31	10.81
TIRE SUPERSTORE	849	SERVICE BAY	2.01	0.066	11	3.17	0.091	12	23	32.64	0.38	12.31
QUICK LUBE VEHICLE SHOP	941	SERVICE BAY	3.00	0.083	1	4.85	0.115	10	11	39.16	0.18	7.06
AUTOMOBILE CARE CENTER	942	SERVICE BAY	1.52	0.083	1	2.17	0.115	1	2	18.59	0.03	0.61
TOTAL	--	SERVICE BAY	*2.13*	*0.076*	25	*3.17*	*0.099*	36	61	*30.22*	1.00	33.35

Notes: Vehicle Repair and Service Trip Generation based on the AM and PM Peak of adjacent street traffic per Service Bay based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Codes 848 and 941. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per Service Bay is the sum of the Weighted Trip Generation (WTG). Tire Store Example: DT = ((2.10 / .066) + (3.42 / 0.091)) = 34.70; TSw = (19 / 61) = 0.31; TGw = (34.70 x 0.31) = 10.81. Vehicle Repair and Service Trip Generation per bay is the sum of (2.56 + 10.81 + 12.31 + 7.06 + 0.61) = 33.35. ***Average values in the last row are shown in italics for informational purposes only.***

COMMERCIAL USE DRIVE-THRU TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (TS)	CALCULATED DAILY TRIPS (DT)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
FAST FOOD WITH DRIVE-THRU NO INDOOR SEATING	935	DRIVE-THRU	43.00	0.035	1	59.50	0.067	6	7	1058.32	0.04	41.16
COFFEE DONUT WITH DRIVE-THRU NO INDOOR SEATING	938	DRIVE-THRU	39.81	0.100	20	15.08	0.044	8	28	370.41	0.16	57.62
BANK WITH DRIVE-THRU	912	DRIVE-THRU	8.54	0.063	36	27.07	0.102	109	145	200.47	0.81	161.49
TOTAL		DRIVE-THRU	*30.45*	*0.066*	57	*33.88*	*0.071*	123	180	*543.07*	1.00	260.27
PHARMACY WITH-OUT DRIVE-THRU	880	1,000 SQ. FT.	2.94	0.033	7	8.51	0.094	13	20	89.81	0.25	22.45
PHARMACY WITH DRIVE-THRU	881	1,000 SQ. FT.	3.74	0.033	21	10.25	0.094	39	60	111.19	0.75	83.39
TOTAL	--	1,000 SQ. FT.	*3.34*	*0.033*	28	*9.38*	*0.094*	52	80	*100.50*	1.00	105.84
NET TRIP GENERATION BASED ON PHARMACY W/ DRIVE-THRU (DT) MINUS PHARMACY W/O DRIVE-THRU (DT) TIMES AVERAGE PHARMACY SQ. FT. PER 1,000: (111.19 - 89.81 = 21.38); (13,000 / 1,000 = 13); (21.38 x 13 = 277.89)												277.89
NET TRIP GENERATION BASED ON AVERAGE OF WEIGHTED DRIVE-THRU & WEIGHTED PHARMACY DRIVE-THRU: (260.27 + 277.89 = 538.16); (538.16 / 2 = 269.08)												269.08
NET TRIP GENERATION BASED ON AVERAGE OF FIVE (5) MINUTE WAIT TIME OVER ONE (1) HOUR DIVIDED BY A WEIGHTED AVERAGE PM PEAK HOUR FACTOR OF 0.0958: (60 / 5 = 12); (12 / 0.0958 = 125.26)												125.26

Notes: Drive-Thru Trip Generation based on the AM and PM Peak of adjacent street traffic per 1000 Sq Ft based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per drive-thru is the sum of the Weighted Trip Generation (WTG). Fast Food with Drive-Thru Example: DT = ((43.00 / .035) + (59.50 / 0.067)) = 1058.32; TSw = (7 / 180) = 0.04; TGw = (1058.32 x 0.04) = 41.16. Drive-Thru Trip Generation is the sum of (41.16 + 57.62 + 161.49) = 260.27. A trip generation per drive-thru was then calculated for pharmacies based on AM and PM peak hour trip generation for a pharmacy with and with-out a drive-thru. The difference in daily trip generation between a pharmacy with and with-out a drive-thru was then calculated. The difference was then calculated for a typically size pharmacy of 13,000 sq. feet. The average of the two drive-thru analysis was then calculated for an average weighted daily trip generation of 269.08 for a drive-thru. The land uses tend to be higher trip generators. A trip generation rate was then calculated assuming 12 vehicles and hour using a drive-thru (5 minutes per vehicle). This average value was then converted to a daily trip generation rate based on the weighted average PM Peak Hour factor for all land uses (0.0958). The new trip generation result is a daily trip generation of 125.26 per drive-thru. This analysis was done to illustrate that the calculated rates did not exceed those of higher trip generating land uses. ***Average values in the last row are shown in italics for informational purposes only.***

FINANCIAL SERVICES DRIVE-THRU TRIP GENERATION												
ITE LAND USE	**ITE LAND USE CODE**	**VARIABLE**	**AM PEAK (7 to 9)**	**AM PEAK FACTOR**	**AM NUMBER OF STUDIES**	**PM PEAK (4 to 6)**	**PM PEAK FACTOR**	**PM NUMBER OF STUDIES**	**TOTAL NUMBER OF STUDIES**	**CALCULATED DAILY TRIPS (TG)**	**TRIP STUDIED (WEIGHTED)**	**TRIP GENERATION (WEIGHTED)**
BANK	**912**	**1,000 SF**	**9.95**	**0.063**	**44**	**21.01**	**0.102**	**114**	**158**	**181.96**	**0.52**	**94.88**
BANK	**912**	**DRIVE-THRU**	**8.54**	**0.063**	**36**	**27.07**	**0.102**	**109**	**145**	**200.47**	**0.48**	**95.94**
TOTAL / *AVERAGE*			***9.25***	**0.063**	**80**	***24.04***	**0.102**	**223**	**303**	***191.22***	**1.00**	**190.82**
ITE LAND USE	**ITE LAND USE CODE**	**VARIABLE**	**WEIGHTED AM PEAK (7 to 9)**	**WEIGHTED AM PEAK FACTOR**	**WEIGHTED AM NUMBER OF STUDIES**	**WEIGHTED PM PEAK (4 to 6)**	**WEIGHTED PM PEAK FACTOR**	**WEIGHTED PM NUMBER OF STUDIES**	**TOTAL NUMBER OF STUDIES**	**WEIGHTED PEAK HOUR TRIPS**	**WEIGHTED PEAK HOUR FACTOR**	**WEIGHTED DAILY TRIPS (DT)**
BANK	**912**	**1,000 SF**	**2.77**	**0.018**	**0.28**	**15.16**	**0.074**	**0.72**	**158**	**17.93**	**0.09**	**196.73**
BANK	**912**	**DRIVE-THRU**	**2.12**	**0.016**	**0.25**	**20.35**	**0.077**	**0.75**	**145**	**22.47**	**0.09**	**243.39**
NET TRIP GENERATION TGw PER BANK DRIVE-THRU MINUS TGw FOR HIGH-IMPACT RETAIL (PER 1,000 SQ. FT.) (243.39 - 106.33) = 137.06												**137.06**

Notes: Bank Drive-Thru Trip Generation based on the AM and PM Peak of adjacent street traffic per room based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Codes 912. The Trip Generation Weight (TGw) is calculated based on daily trips multiplied by Trip Study Weight (TSw). The total trips per room is the sum of the weighted Trip Generation (TGw).

The trip generation per drive-thru is based on the weighted daily trips per drive-thru of 243.39 minus the weighted daily trips per 1,000 sq. ft. for High-Impact Retail Uses 106.33 for a net trip generation of 137.06 (243.39 - 106.33 = 137.06). The mobility fee for the square footage of the Financial Services building is based on the trip generation for High-Impact Retail land uses.

OVERNIGHT LODGING TRIP GENERATION												
ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (NS)	CALCULATED DAILY	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
HOTEL	310	ROOM	0.46	0.053	28	0.59	0.077	31	59	8.17	0.30	2.46
ALL SUITES HOTEL	311	ROOM	0.34	0.052	9	0.36	0.077	10	19	5.61	0.10	0.54
BUSINESS HOTEL	312	ROOM	0.36	0.071	17	0.31	0.069	24	41	4.78	0.21	1.00
MOTEL	320	ROOM	0.35	0.066	15	0.36	0.071	20	35	5.19	0.18	0.93
RESORT HOTEL	330	ROOM	0.32	0.050	6	0.41	0.050	9	15	7.30	0.08	0.56
TIMESHARE	265	ROOM	0.40	0.060	14	0.63	0.060	13	27	8.58	0.14	1.18
TOTAL	--	--	--	--	89	--	--	107	196	--	1.00	6.67

Notes: Overnight Lodging Trip Generation based on the AM and PM Peak of adjacent street traffic per room based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per room is the sum of the weighted Trip Generation (TGW). Hotel Example: DT = ((0.46 / .053) + (0.59 / 0.077)) = 8.17; TSW = (59 / 196) = 0.30; TGW = (8.17 x 0.30) = 2.46. Hotel Trip Generation: Sum (2.46 + 0.54 + 1.00 + 0.93 + 0.56 +1.18) = 6.67.
Average values in the last row are shown in italics for informational purposes only.

QUICK SERVICE RESTAURANT DRIVE-THRU TRIP GENERATION												
ITE LAND USE	**ITE LAND USE CODE**	**VARIABLE**	**AM PEAK (7 to 9)**	**AM PEAK FACTOR**	**AM NUMBER OF STUDIES**	**PM PEAK (4 to 6)**	**PM PEAK FACTOR**	**PM NUMBER OF STUDIES**	**TOTAL NUMBER OF STUDIES (TS)**	**CALCULATED DAILY TRIPS (DT)**	**WEIGHTED TRIP STUDY (TSw)**	**WEIGHTED TRIP GENERATION (TGw)**
FAST FOOD WITH DRIVE-THRU NO INDOOR SEATING	**935**	**PER DRIVE-THRU**	**43.00**	**0.035**	**1**	**59.50**	**0.067**	**6**	**7**	**1058.32**	**0.20**	**211.66**
COFFEE DONUT WITH DRIVE-THRU NO INDOOR SEATING	**938**	**PER DRIVE-THRU**	**39.81**	**0.100**	**20**	**15.08**	**0.044**	**8**	**28**	**370.41**	**0.80**	**296.33**
TOTAL	**--**	**PER DRIVE-THRU**	***41.41***	***0.07***	**21**	***37.29***	***0.06***	**14**	**35**	***714.36***	**1.00**	**507.99**

Notes: Quick Service Restaurant Drive-Thru Trip Generation based on the AM and PM Peak of adjacent street traffic per 1000 Sq Ft based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Codes 934 and 937. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per drive-thru is the sum of the Weighted Trip Generation (WTG). Fast Food with Drive-Thru Example: DT = ((43.00 / .035) + (59.50 / 0.067)) = 1058.32; TSw = (7 / 35) = 0.20; TGw = (1058.32 x 0.20) = 211.66. Quick Service Restaurant Drive-Thru Trip Generation per lane is the sum of (211.66 + 296.33) = 507.99. ***Average values in the last row are shown in italics for informational purposes only.***

MOBILE RESIDENCE TRIP GENERATION												
ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES	CALCULATED DAILY	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
MOBILE HOME PARK	420	UNIT	0.39	0.079	9	0.58	0.094	9	18	5.55	0.45	2.50
RV PARK	416	LOT	0.21	0.066	4	0.27	0.071	6	10	3.49	0.25	0.87
RECREATIONAL HOME	260	ROOM	0.22	0.060	6	0.29	0.080	6	12	3.65	0.30	1.09
TOTAL	--	--	--	--	19	--	--	21	40	--	1.00	4.47

Notes: Mobile Residence Trip Generation based on the AM and PM Peak of adjacent street traffic per room based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per room is the sum of the weighted Trip Generation (TGW). RV Park Example: DT = ((0.21 / .066) + (0.27 / 0.071)) = 3.49; TSW = (10 / 40) = 0.25; TGW = (3.49 x 0.50) = 0.87. RV Park Trip Generation: Sum (2.50 + 0.87 + 1.09) = 4.47. ***Average values in the last row are shown in italics for informational purposes only.***

VEHICLE FUELING TRIP GENERATION												
USE	**ITE LAND USE CODE**	**UNIT OF MEASURE**	**AM PEAK (7 to 9)**	**AM PEAK FACTOR**	**AM NUMBER OF STUDIES**	**PM PEAK (4 to 6)**	**PM PEAK FACTOR**	**PM NUMBER OF STUDIES**	**TOTAL NUMBER OF STUDIES (TS)**	**DAILY TRIPS (DT)**	**WEIGHTED TRIP STUDY (TSw)**	**WEIGHTED TRIP GENERATION (TGw)**
GASOLINE SERVICE STATION	**944**	**PER FUEL POSITION**	**10.28**	**0.050**	**53**	**13.91**	**0.075**	**65**	**118**	**195.53**	**0.31**	**59.77**
CONVENIENCE STORE WITH GAS (2-4K)	**945**	**PER FUEL POSITION**	**16.06**	**0.062**	**76**	**18.42**	**0.071**	**93**	**169**	**259.23**	**0.44**	**113.50**
CONVENIENCE STORE WITH GAS (4-5.5K)	**945**	**PER FUEL POSITION**	**27.04**	**0.065**	**18**	**22.76**	**0.068**	**23**	**41**	**375.35**	**0.11**	**39.87**
CONVENIENCE STORE WITH GAS (5.5-10K)	**945**	**PER FUEL POSITION**	**31.60**	**0.065**	**29**	**26.90**	**0.068**	**29**	**58**	**440.87**	**0.15**	**66.24**
TOTAL		**PER FUEL POSITION**	***21.25***	***0.06***	**176**	***20.50***	***0.07***	**210**	**386**	***317.75***	**1.00**	**279.39**
NET TRIP GENERATION (CONVENIENCE STORE TRIP GENERATION PER 1,000 SQ. FT. MINUS TRIPS PER AVERAGE FUEL POSITIONS PER STORE: (605.86 / 8) = 75.73; (279.39 - 75.73) = 203.65												**203.65**

Notes: Motor Vehicle Fueling Trip Generation based on the AM and PM Peak of adjacent street traffic per the 11th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for applicable ITE Land Use Codes. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per unit of measure is the sum of the Weighted Trip Generation (WTG). Gasoline Service Station Example: DT = ((10.28 / .050) + (13.91 / 0.075)) = 195.53; TSw = (118 / 386) = 0.31; TGw = (195.53 x 0.31) = 59.77. Motor Vehicle Fueling Trip Generation per 1,000 sq. ft. is the sum of (59.77 + 113.50 + 39.87 + 66.24) = 279.39. The following are the average number of fueling positions per ITE Code: 944: 8; 945 (2-4k): 4; 945 (4-5.5K): 12; 945 (5.5-10k): 20. The average fuel positions were then multiplied by weighted trip studies per ITE Code (944: (8 x 0.31) = 2.45; 945 (2-4k): (4 x 0.44) = 1.75; 945 (4-5.5K): (12 x 0.11) = 1.27; 945 (5.5-10k): (20 x 0.15) = 3.01) The average over all ITE uses was 8 fuel positions (2.44 + 1.75 + 1.27 + 3.01). To determine a share of trips attributable per fuel position, the net trip generation per 1,000 sq. ft. for convenience stores was divided by 8. (605.86 / 8) = 75.73. The convenience store trips per position were subtracted from trips per fuel position (279.39 - 75.73) = 203.65.

Average values in the last row are shown in italics for informational purposes only.

VEHICLE CLEANING TRIP GENERATION								
NUMBER OF STUDIES								
ITE LAND USE	**ITE LAND USE CODE**	**UNIT OF MEASURE**	**PM PEAK (4 to 6)**	**PM PEAK FACTOR**	**NUMBER OF STUDIES / UNITS**	**CALCULATED DAILY TRIPS (DT)**	**WEIGHTED TRIP STUDY (TSw)**	**WEIGHTED TRIP GENERATION (TGw)**
SELF SERVICE CAR WASH	**947**	**STALL**	**5.54**	**0.087**	**6**	**63.68**	**0.60**	**38.21**
AUTOMATED CAR WASH	**948**	**TUNNEL**	**77.50**	**0.087**	**3**	**890.80**	**0.30**	**267.24**
CAR WASH & DETAIL CENTER	**949**	**STALL**	**13.60**	**0.087**	**1**	**156.32**	**0.10**	**15.63**
TOTAL	**--**	**--**	**--**	**--**	**10**	**--**	**1.00**	**321.08**
NUMBER OF UNITS								
SELF SERVICE CAR WASH	**947**	**STALL**	**5.54**	**0.087**	**7**	**445.75**	**0.58**	**260.02**
CAR WASH & DETAIL CENTER	**949**	**STALL**	**13.60**	**0.087**	**5**	**781.61**	**0.42**	**325.67**
TOTAL	**--**	**--**	**--**	**--**	**12**	**--**	**1.00**	**585.69**

Notes: Car Wash Trip Generation based on the PM Peak of adjacent street traffic per unit of measure based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the PM Peak are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the PM Peak divided by the PM Peak factor. PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Codes 949. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips is the sum of the Weighted Trip Generation (WTG). Self-Service Car Wash Example: DT = ((5.54 / .087) = 63.68; TSw = (6 / 10) = 0.60; TGw = (63.68 x 0.60) = 38.21. Car Wash Trip Generation is the sum of (38.21 + 267.24 + 15.63) = 321.08. Automated car washed typically feature one (1) lane and one (1) tunnel. Some high volume car washes will feature two (2) or (3) approach lanes. Self service or full service car washes may feature between four (4) and eight (8) stalls. The high volume car washes will feature multiple finishing stations for vacuuming and detailing vehicles. An additional analysis based on total units of measure was performed to illustrate that on a daily trip basis, car washes produce similar results for the facility as a whole. For car washes with a tunnel system, the trip generation would also apply to every three (3) finishing stations based on TGw divided by Average Number of Stalls multiplied by three (3): (585.69 / 6 = 97.61); (97.61 x 3 = 328.02). Accounting for the number of finishing stations levels the trip generation between self service and automated car washes. For automated stations, the trip generation would also include 321.08 trip per five (5) finishing stations.

APPENDIX K

Person Travel Demand per Use (PTDu)

APPENDIX K: PERSON TRAVEL DEMAND (PTD)										
LAND USE CATEGORIES (DARK GREY), USE CLASSIFICATIONS, & REPRESENTATIVE USES (IN PARENTHESES)	UNIT OF MEASURE (UOM)	TRIP GENERATION (TG)	% NEW TRIPS (NT)	VEHICLE TRAVEL LENGTH (VTL)	LIMITED ACCESS EVALUATION FACTOR (LAEf)	ORIGIN DESTINATION FACTOR (ODf)	VEHICLE MILES OF TRAVEL (VMT)	PERSON MILES OF TRAVEL FACTOR (PMTf)	PERSON TRAVEL DEMAND (PTD)	TRIP PURPOSE ID
Residential Uses										
Residential Dwelling (attached, detached, duplex, group, row, multiple-family, single-family)	per 1,000 Sq. Ft.	5.62	1.00	3.86	0.754	0.50	8.18	1.61	13.17	5
Institutional Uses										
Community Serving (Center, Club, Clubhouse, Lodge, Museum, Performance Venues, Place of Assembly or Worship)	per 1,000 Sq. Ft.	5.52	0.90	3.90	0.754	0.50	7.30	1.28	9.35	20
Long Term Care (Adult Day Care, Assisted Living, Continuum of Care Facility, Group Care, Nursing Home)	per 1,000 Sq. Ft.	6.68	0.70	3.82	0.754	0.50	6.73	1.53	10.30	45
Private Education (Afterschool, Child Care or Day Care, K-12, Pre-K, Trade School, Tutor)	per 1,000 Sq. Ft.	9.82	0.50	4.64	0.754	0.50	8.59	1.58	13.57	50
Commercial Recreation Facility Uses										
Outdoor Recreation (Courts, Fields, Fitness, Golf, Multi-Purpose, Sports)	per Acre	27.43	1.00	3.82	0.754	0.50	39.50	1.73	68.34	40
Indoor Recreation (Fitness, Gym, Health, Indoor Amusement, Entertainment or Sports, Kids Activities or Fitness)	per 1,000 Sq. Ft.	24.86	0.80	3.82	0.754	0.50	28.64	1.73	49.55	40
Industrial Uses										
Industrial (Heavy, Flex-Unit, Light, Micro-brewery, Self or Outdoor Storage, Utilities)	per 1,000 Sq. Ft.	3.69	1.00	4.21	0.754	0.50	5.86	1.22	7.15	10
Office Uses										
Business (Business, Profession and Occupation, Business or Professional Service, Higher Education, Hospital)	per 1,000 Sq. Ft.	11.58	0.70	4.21	0.754	0.50	12.87	1.22	15.70	10
Medical or Dental (Clinic, Dental, Health Service, Laboratory, Emergency Care, Rehab, Veterinary)	per 1,000 Sq. Ft.	32.84	0.60	3.74	0.754	0.50	27.78	1.29	35.84	55
Retail Sales and Service Uses										
Retail (Discount, Large Scale, Nursery, Personal Services, Sales & Services, Superstore, Variety, Vehicle Sales)	per 1,000 Sq. Ft.	42.00	0.40	3.37	0.754	0.50	21.34	1.27	27.11	25
High Impact Retail (Drinking Establishment, Financial Service, Full Service Restaurant, Grocery, Package Liquor, Pharmacy)	per 1,000 Sq. Ft.	106.33	0.25	3.48	0.754	0.50	34.88	1.41	49.17	30
Convenience Retail (Convenience Store, Gas or Service Station)	per 1,000 Sq. Ft.	605.86	0.15	3.68	0.754	0.50	126.08	1.24	156.34	15
Quick Service Restaurant (Carry Out, Delivery Oriented, Drive-In, Fast Casual, Fast Food)	per 1,000 Sq. Ft.	354.87	0.20	3.73	0.754	0.50	99.80	1.47	146.71	35
Non-Residential Additive Uses (All uses are additive except mobile residence and overnight lodging)										
Automotive Repair Establishment (Major or Minor Repair, Tires)	per Bay or Stall	33.35	0.40	3.68	0.754	0.50	18.51	1.24	22.95	15
Commercial Use Drive-Thru (Convenience, Dry Cleaner, High Impact Retail, Retail)	per Lane	125.26	0.25	3.48	0.754	0.50	41.08	1.41	57.93	30
Financial Service Drive-Thru Lane or Free-Standing ATM (Banks, Credit Unions, Other Financial)	per Lane / ATM	137.06	0.30	3.68	0.754	0.50	57.05	1.24	70.74	15
Overnight Lodging (B&B, Hotel, Motel, Short Term Vacation Rental)	per Room	6.67	0.70	3.86	0.754	0.50	6.79	1.61	10.94	5
Quick Service Restaurant Drive Thru	per Lane	507.99	0.15	3.73	0.754	0.50	107.15	1.47	157.51	35
Mobile Residence (Mobile Home (MH), Recreational Vehicle (RV), Travel Trailer (TT), MH, RV, and / or TT Park)	per Space / Lot	4.47	0.70	3.86	0.754	0.50	4.55	1.61	7.33	5
Vehicle Charging or Fueling (Commercial Facility which requires Membership or Payment)	per Charging or Fueling Position	203.65	0.10	3.68	0.754	0.50	28.25	1.24	35.03	15
Vehicle Cleaning (Automated, Carwash, Detailing, Self-Service, Wash, Wax)	per Lane or Stall plus per five (5) Stations	321.08	0.10	3.68	0.754	0.50	44.55	1.24	55.24	15

Note: Trip Purpose ID corresponds to Appendix L. Vehicle travel length and Person Miles of Travel are obtained from Trip Purpose Appendix L.

APPENDIX L

2022 National Household Travel Survey Data: Trip Purpose

APPENDIX L: NATIONAL HOUSEHOLD TRAVEL SURVEY (NHTS) TRIP PURPOSE										
ID	TRIP PURPOSE	PERSON TRIPS (PT)	PERSON TRIP FACTOR (PTf)	PERSON MILES OF TRAVEL (PMT)	PERSON MILES OF TRAVEL FACTOR (PMTf)	PERSON TRIP LENGTH (PTL)	VEHICLE TRIPS (VT)	VEHICLE MILES OF TRAVEL (VMT)	VEHICLE TRIP LENGTH (VTL)	VEHICLE OCCUPANCY (VO)
5	HOME	4,077,137,371	1.76	14,428,511,809	1.61	3.54	2,318,432,298	8,951,468,620	3.86	1.23
10	WORK	829,551,714	1.24	3,859,401,570	1.21	4.65	669,398,667	3,191,471,272	4.77	1.11
15	PERSONAL ERRANDS	1,018,647,973	1.45	3,218,551,536	1.24	3.16	703,125,550	2,590,454,329	3.68	1.57
20	COMMUNITY SERVING	252,365,235	2.34	820,564,285	1.44	3.25	107,818,479	570,008,450	5.29	1.57
25	BUY GOODS / ERRANDS	2,409,133,717	1.53	6,725,711,638	1.27	2.79	1,571,530,157	5,295,220,608	3.37	1.46
30	BUY GOODS / MEALS / ERRANDS	3,367,318,756	1.58	10,436,170,065	1.41	3.10	2,129,740,534	7,405,489,100	3.48	1.54
35	BUY MEALS / ERRANDS	1,976,833,012	1.57	6,929,009,963	1.47	3.51	1,261,335,927	4,700,722,820	3.73	1.63
40	EXERCISE / RECREATION / ENTERTAINMENT	1,113,681,408	4.12	3,226,235,756	2.87	2.90	270,338,373	1,124,323,313	4.16	2.13
45	HOME / FAMILY CARE	4,079,877,727	1.76	14,431,432,698	1.61	3.54	2,319,878,177	8,953,214,516	3.86	1.62
50	SCHOOL / COMMUNITY SERVICE / FAMILY CARE	913,659,810	1.93	3,473,235,486	1.58	3.80	473,267,051	2,197,012,109	4.64	1.86
55	MEDICAL / DENTAL / WORK	981,842,482	1.27	4,522,037,671	1.25	4.61	773,565,109	3,616,335,988	4.67	1.31

Source: 2022 National Household Travel Survey (NHTS). Summary of Trip Purpose for South Atlantic MSA/CMSA with more than 1 million population and heavy rail. Average of trips based on trip lengths of 10 Miles or Less.

APPENDIX M

Palm Beach County: Household Travel

APPENDIX M: PALM BEACH COUNTY HOUSEHOLD TRAVEL BY DISTANCE (2019 TO 2024)

Date	Population Staying at Home	Population Not Staying at Home	Number of Trips	Number of Trips <1 Mile	Number of Trips 1-3 Miles	Number of Trips 3-5 Miles	Number of Trips 5-10 Miles	Number of Trips 10-25 Miles	Number of Trips Less than 3 Miles	Number of Trips Less than 5 Miles	Number of Trips Less than 10 Miles	Number of Trips Greater Than 25 Miles
2019	246,603	1,250,167	1,976,653,026	508,039,303	470,246,877	249,542,718	330,281,448	299,091,085	978,286,180	1,227,828,898	1,558,110,346	119,451,595
2020	354,155	1,142,615	1,632,223,205	447,783,662	417,138,910	206,849,557	248,266,992	209,015,689	864,922,572	1,071,772,129	1,320,039,121	103,168,395
2021	310,656	1,186,114	1,846,273,174	567,784,350	438,366,484	228,390,267	279,238,689	230,400,379	1,006,150,834	1,234,541,101	1,513,779,790	102,093,005
2022	300,016	1,196,754	1,926,996,168	566,356,409	435,443,043	245,758,922	309,206,851	254,808,118	1,001,799,452	1,247,558,374	1,556,765,225	115,422,825
2023	310,371	1,186,399	2,139,761,412	633,389,237	495,290,101	266,919,241	336,085,680	285,552,745	1,128,679,338	1,395,598,579	1,731,684,259	122,524,408
2024	297,979	1,198,791	341,330,555	104,792,245	76,970,176	41,058,056	52,414,142	46,679,986	181,762,421	222,820,477	275,234,619	19,415,950
Total			9,863,237,540	2,828,145,206	2,333,455,591	1,238,518,761	1,555,493,802	1,325,548,002	5,161,600,797	6,400,119,558	7,955,613,360	582,076,178
Percentage			100.00%	28.67%	23.66%	12.56%	15.77%	13.44%	52.33%	64.89%	80.66%	5.90%
Average			1,904,381,397	544,670,592	451,297,083	239,492,141	300,615,932	255,773,603	995,967,675	1,235,459,816	1,536,075,748	112,532,046
Percentage			100.00%	28.60%	23.70%	12.58%	15.79%	13.43%	52.30%	64.87%	80.66%	5.91%

Note: The total trips by distance, the percentage of total trips, the total trips and percentage less than 5 miles, less than 10 miles and more than twenty five miles was prepared by NUE Urban Concepts, LLC as of April 2024. The data for the years 2019 thru 2023 are total household trips for the entire year.

Source: U.S. Department of Transportation (DOT) Bureau of Transportation Statistics (BTS). Trips by Distance –Palm Beach County, FL (Federal Information Processing Standard (FIPS) Code 12099): The Trips by Distance data and number of people staying home and not staying home are estimated for the Bureau of Transportation Statistics by the Maryland Transportation Institute and Center for Advanced Transportation Technology Laboratory at the University of Maryland. The travel statistics are produced from an anonymized national panel of mobile device data from multiple sources. All data sources used in the creation of the metrics contain no personal information. Data analysis is conducted at the aggregate national, state, and county levels. Trips are defined as movements that include a stay of longer than 10 minutes at an anonymized location away from home. Home locations are imputed on a weekly basis. A movement with multiple stays of longer than 10 minutes before returning home is counted as multiple trips. Trips capture travel by all modes of transportation. including driving, rail, transit, and air. Website: https://data.bts.gov/Research-and-Statistics/Trips-by-Distance-County/p3sz-y9us/about_data

APPENDIX N

Mobility Fee Schedule

APPENDIX N: MOBILITY FEE		
LAND USE CATEGORIES (DARK GREY), USE CLASSIFICATIONS, & REPRESENTATIVE USES (IN PARENTHESES)	UNIT OF MEASURE (UOM)	2025 MOBILITY FEE
Residential Uses		
Residential Dwelling (attached, detached, duplex, group, row, multiple-family, single-family)	per 1,000 Sq. Ft.	$3,659
Institutional Uses		
Community Serving (Center, Club, Clubhouse, Lodge, Museum, Performance Venues, Place of Assembly or Worship)	per 1,000 Sq. Ft.	$2,598
Long Term Care (Adult Day Care, Assisted Living, Continuum of Care Facility, Group Care, Nursing Home)	per 1,000 Sq. Ft.	$2,863
Private Education (Afterschool, Child Care or Day Care, K-12, Pre-K, Trade School, Tutor)	per 1,000 Sq. Ft.	$3,771
Commercial Recreation Facility Uses		
Outdoor Recreation (Courts, Fields, Fitness, Golf, Multi-Purpose, Sports)	per Acre	$18,992
Indoor Recreation (Fitness, Gym, Health, Indoor Amusement, Entertainment or Sports, Kids Activities or Fitness)	per 1,000 Sq. Ft.	$13,770
Industrial Uses		
Industrial (Heavy, Flex-Unit, Light, Micro-brewery, Self or Outdoor Storage, Utilities)	per 1,000 Sq. Ft.	$1,986
Office Uses		
Business (Business, Profession and Occupation, Business or Professional Service, Higher Education, Hospital)	per 1,000 Sq. Ft.	$4,362
Medical or Dental (Clinic, Dental, Health Service, Laboratory, Emergency Care, Rehab, Veterinary)	per 1,000 Sq. Ft.	$9,960
Retail Sales and Service Uses		
Retail (Discount, Large Scale, Nursery, Personal Services, Sales & Services, Superstore, Variety, Vehicle Sales)	per 1,000 Sq. Ft.	$7,533
High Impact Retail (Drinking Establishment, Financial Service, Full Service Restaurant, Grocery, Package Liquor, Pharmacy)	per 1,000 Sq. Ft.	$13,666
Convenience Retail (Convenience Store, Gas or Service Station)	per 1,000 Sq. Ft.	$43,449
Quick Service Restaurant (Carry Out, Delivery Oriented, Drive-In, Fast Casual, Fast Food)	per 1,000 Sq. Ft.	$40,773
Non-Residential Additive Uses (All uses are additive except mobile residence and overnight lodging)		
Automotive Repair Establishment (Major or Minor Repair, Tires)	per Bay or Stall	$6,378
Commercial Use Drive-Thru (Convenience, Dry Cleaner, High Impact Retail, Retail)	per Lane	$16,099
Financial Service Drive-Thru Lane or Free-Standing ATM (Banks, Credit Unions, Other Financial)	per Lane / ATM	$19,658
Overnight Lodging (B&B, Hotel, Motel, Short Term Vacation Rental)	per Room	$3,040
Quick Service Restaurant Drive Thru	per Lane	$43,774
Mobile Residence (Mobile Home (MH), Recreational Vehicle (RV), Travel Trailer (TT), MH, RV, and / or TT Park)	per Space / Lot	$2,037
Vehicle Charging or Fueling (Commercial Facility which requires Membership or Payment)	per Charging or Fueling Position	$9,736
Vehicle Cleaning (Automated, Carwash, Detailing, Self-Service, Wash, Wax)	per Lane or Stall plus per five (5) Stations	$15,351

APPENDIX O

Bedrooms & Household Vehicles

APPENDIX O: VILLAGE OF PALM SPRINGS VEHICLE AVAILABILITY & BEDROOMS BY TENURE					
VEHICLE AVAILABILITY BY HOUSEHOLD			**NUMBER OF BEDROOMS BY HOUSEHOLD**		
Owner occupied:	**4,135**	**Number of Bedrooms**	**Owner occupied:**	**4,135**	**Vehicles Available**
No vehicle available	168	0	No bedroom	28	0
1 vehicle available	1,338	0, 1 & 2	1 bedroom	451	0 & 1
2 vehicles available	1,581	2 & 3	2 bedrooms	1,259	1 & 2
3 vehicles available	719	3 & 4	3 bedrooms	1,987	2 & 3
4 vehicles available	191	4	4 bedrooms	306	3 & 4
5 or more vehicles available	138	5 or More	5 or more bedrooms	104	5 or More
Renter occupied:	**4,592**	**Number of Bedrooms**	**Renter occupied:**	**4,592**	**Vehicles Available**
No vehicle available	357	0	No bedroom	74	0
1 vehicle available	1,778	0, 1 & 2	1 bedroom	1,058	0 & 1
2 vehicles available	1,791	2 & 3	2 bedrooms	2,710	1 & 2
3 vehicles available	427	3 & 4	3 bedrooms	657	3 & 4
4 vehicles available	145	3 & 4	4 bedrooms	61	4 & 5
5 or more vehicles available	94	5	5 or more bedrooms	32	5

American Community Survey (2023) U.S. Census Bureau. Tenure by Vehicles Available (Table ID B25044; Dataset ACSDTS5Y2023) Tenure by Bedrooms (Table ID: B25042, Dataset ACSDT5Y2023)

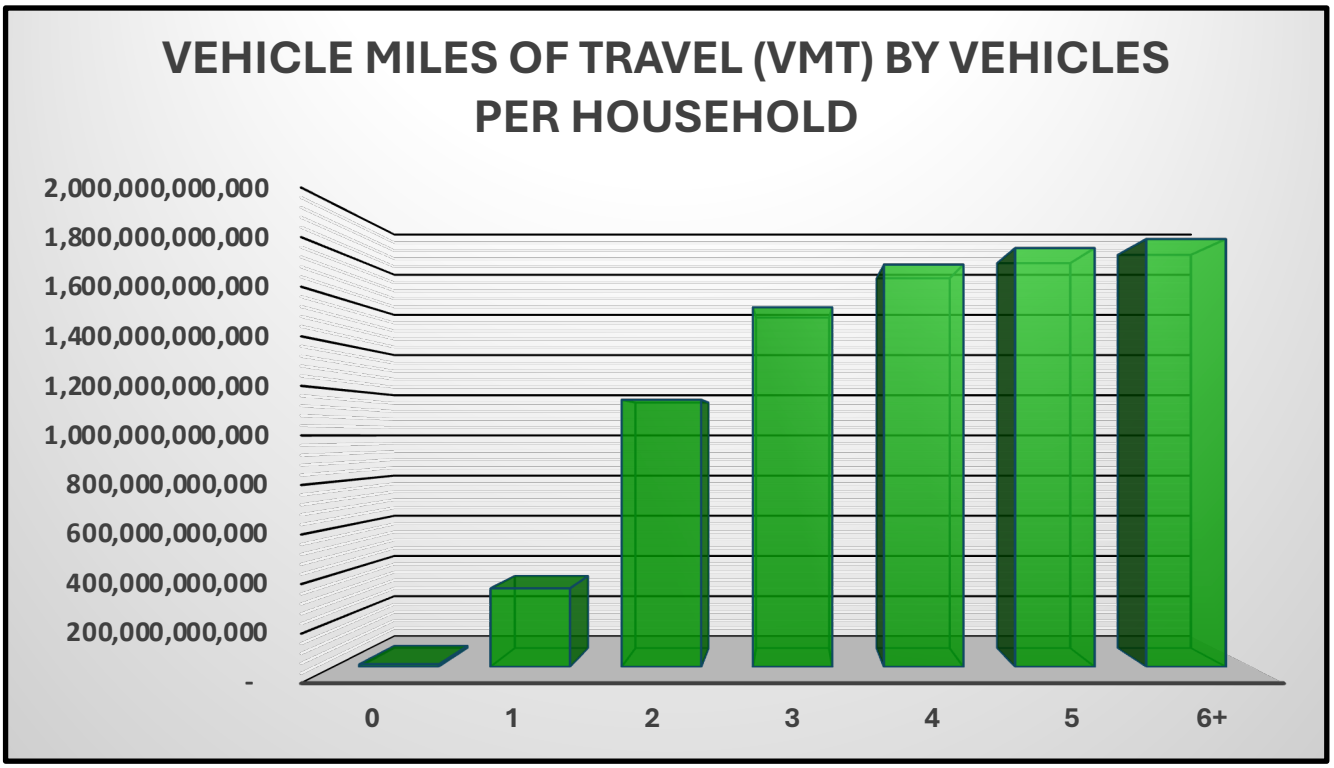
APPENDIX O: VILLAGE OF PALM SPRINGS RESIDENTIAL SIZE AND BEDROOMS				
SINGLE FAMILY DETACHED RESIDENTIAL				
SQUARE FOOTAGE THRESHOLDS	UNITS	BEDS	SQ. FT.	BEDS PER UNIT
UNDER 750	139	260	80,071	1.87
750 to 1,000	342	779	302,879	2.28
1,001 to 1,250	664	1,769	755,860	2.66
1,251 to 1,500	662	1,946	907,573	2.94
1,501 to 2,000	754	2,336	1,276,044	3.10
2,001 to 2,500	175	604	385,250	3.45
2,501 to 3,000	47	167	126,203	3.55
ABOVE 3,000	20	81	69,111	4.05
TOTAL	2,803	7,942	3,902,991	2.83
Palm Beach County Property Appraiser (2025)				
CONDOS				
SQUARE FOOTAGE THRESHOLDS	UNITS	BEDS	SQ. FT.	BEDS PER UNIT
UNDER 750	688	688	454,121	1.00
750 to 1,000	1,347	2,181	1,161,731	1.62
1,001 to 1,250	120	303	137,200	2.53
ABOVE 1,250	7	14	9,973	2.00
TOTAL	2,162	3,186	1,763,025	1.47
Palm Beach County Property Appraiser (2025)				
TOWNHOMES				
SQUARE FOOTAGE THRESHOLDS	UNITS	BEDS	SQ. FT.	BEDS PER UNIT
UNDER 1,000	166	332	157,712	2.00
1,001 to 1,250	778	1,575	924,934	2.02
1,251 to 1,500	361	867	474,127	2.40
ABOVE 1,500	696	2,088	1,112,208	3.00
TOTAL	2,001	4,862	2,668,981	2.43
Palm Beach County Property Appraiser (2025)				

APPENDIX P

2022 National Household Travel Survey: Household Vehicles

APPENDIX W: VEHICLE TRAVEL BY VEHICLES PER HOUSEHOLD				
VEHICLES PER HOUSEHOLD	VEHICLE MILES OF TRAVEL (VMT)	NUMBER OF VEHICLES	VEHICLE MILES OF TRAVEL (VMT) BY VEHICLE	VEHICLE TRIPS
0	11,372,173,826	10,712,489	1,062	1,218,005,495
1	339,528,289,749	52,983,526	6,408	37,848,465,640
2	1,153,966,493,312	101,330,783	11,388	107,495,730,889
3	1,553,440,953,418	118,190,063	13,144	139,181,106,950
4	1,737,878,563,271	124,442,056	13,965	154,665,877,904
5	1,809,057,731,375	126,252,817	14,329	158,697,931,515
6+	1,848,031,458,832	127,544,707	14,489	160,953,195,395

Source: 2022 National Household Travel Survey (NHTS)



APPENDIX Q

Mobility Fee Comparison

APPENDIX Q: VILLAGE MOBILITY FEE COMPARED WITH COUNTY ROAD IMPACT FEE	VILLAGE OF PALM SPRINGS (VPS)		PALM BEACH COUNTY (PBC)		COMPARISON	
LAND USE CATEGORIES (DARK GREY), USE CLASSIFICATIONS, & REPRESENTATIVE USES (IN PARENTHESES)	UNIT OF MEASURE (UOM)	2025 MOBILITY FEE	EXISTING UNIT OF MEASURE (UOM)	EXISTING ROAD IMPACT FEE	HIGHER OR LOWER	% DIFFERENCE
Residential Uses						
Residential Dwelling (attached, detached, duplex, group, row, multiple-family, single-family)	per 1,000 Sq. Ft.	$3,659	per residential unit	$5,597.40	Lower	-34.6%
Single Family Detached Example (1,500 sq. ft.)	*per 1,000 Sq. Ft.*	*$5,489*	*per residential unit*	*$5,597.40*	Lower	-1.9%
Mult-Family Residential Apartment Example (900 sq. ft.)	*per 1,000 Sq. Ft.*	$3,293	*per residential unit*	$3,537.80	Lower	-6.9%
Institutional Uses						
Community Serving (Center, Club, Clubhouse, Lodge, Museum, Performance Venues, Place of Assembly or Worship)	per 1,000 Sq. Ft.	$2,598	per 1,000 sq. ft.	$2,673.60	Lower	-2.8%
Long Term Care (Adult Day Care, Assisted Living, Continuum of Care Facility, Group Care, Nursing Home)	per 1,000 Sq. Ft.	$2,863	per bed	$677.02	Higher	*322.9%*
Assisted Living Facility Example (County conversion to per 1,000 sq. ft. based on 5 beds per 1,000 sq. ft.)	*per 1,000 Sq. Ft.*	*$3,771*	*per 1,000 Sq. Ft.*	*$3,385.10*	*Higher*	*11.4%*
Private Education (Afterschool, Child Care or Day Care, K-12, Pre-K, Trade School, Tutor)	per 1,000 Sq. Ft.	$3,771	per student	$530.10	Higher	*611.4%*
Private Education Example (County conversion to per 1,000 sq. ft. based on 7 students per 1,000 sq. ft.)	*per 1,000 Sq. Ft.*	*$3,771*	*per 1,000 Sq. Ft.*	*$3,710.70*	*Higher*	*1.6%*
Commercial Recreation Facility Uses						
Outdoor Recreation (Courts, Fields, Fitness, Golf, Multi-Purpose, Sports)	per Acre	$18,992	per court	$12,196.40	Higher	*55.7%*
Outdoor Recreation Example (County conversion to acres based on 2 courts per acre)	*per Acre*	*$18,992*	*per Acre*	*$24,392.80*	*Lower*	-22.1%
Indoor Recreation (Fitness, Gym, Health, Indoor Amusement, Entertainment or Sports, Kids Activities or Fitness)	per 1,000 Sq. Ft.	$13,770	per 1,000 sq. ft.	$14,425.75	Lower	-4.5%
Industrial Uses						
Industrial (Heavy, Flex-Unit, Light, Micro-brewery, Self or Outdoor Storage, Utilities)	per 1,000 Sq. Ft.	$1,986	per 1,000 sq. ft.	$1,987.75	Higher	*-0.1%*
Office Uses						
Business (Business, Profession and Occupation, Business or Professional Service, Higher Education, Hospital)	per 1,000 Sq. Ft.	$4,362	per 1,000 sq. ft.	$4,464.26	Lower	-2.3%
Medical or Dental (Clinic, Dental, Health Service, Laboratory, Emergency Care, Rehab, Veterinary)	per 1,000 Sq. Ft.	$9,960	per 1,000 sq. ft.	$10,308.45	Lower	-3.4%

APPENDIX Q: VILLAGE MOBILITY FEE COMPARED WITH COUNTY ROAD IMPACT FEE	VILLAGE OF PALM SPRINGS (VPS)		PALM BEACH COUNTY (PBC)		COMPARISON	
LAND USE CATEGORIES (DARK GREY), USE CLASSIFICATIONS, & REPRESENTATIVE USES (IN PARENTHESES)	UNIT OF MEASURE (UOM)	2025 MOBILITY FEE	EXISTING UNIT OF MEASURE (UOM)	EXISTING ROAD IMPACT FEE	HIGHER OR LOWER	% DIFFERENCE
Retail Sales and Service Uses						
Retail (Discount, Large Scale, Nursery, Personal Services, Sales & Services, Superstore, Variety, Vehicle Sales)	per 1,000 Sq. Ft.	$7,533	per 1,000 sq. ft.	$7,906.85	Lower	-4.7%
High Impact Retail (Drinking Establishment, Financial Service, Full Service Restaurant, Grocery, Package Liquor, Pharmacy)	per 1,000 Sq. Ft.	$13,666	per 1,000 sq. ft.	$14,836.87	Lower	-7.9%
Convenience Retail (Convenience Store, Gas or Service Station)	per 1,000 Sq. Ft.	$43,449	per 1,000 sq. ft.	$48,334.10	Lower	-10.1%
Quick Service Restaurant (Carry Out, Delivery Oriented, Drive-In, Fast Casual, Fast Food)	per 1,000 Sq. Ft.	$40,773	per 1,000 sq. ft.	$40,105.46	Higher	1.7%
Non-Residential Additive Uses (All uses are additive except mobile residence and overnight lodging)						
Automotive Repair Establishment (Major or Minor Repair, Tires)	per Bay or Stall	$6,378	per bay	$6,340.97	Higher	*0.6%*
Commercial Use Drive-Thru (Convenience, Dry Cleaner, High Impact Retail, Retail)	per Lane	$16,099	--	--	--	
Financial Service Drive-Thru Lane or Free-Standing ATM (Banks, Credit Unions, Other Financial)	per Lane / ATM	$19,658	--	--	--	
Overnight Lodging (B&B, Hotel, Motel, Short Term Vacation Rental)	per Room	$3,040	per room	$2,329.67	Higher	*30.5%*
Quick Service Restaurant Drive Thru	per Lane	$43,774	--	--	--	
Mobile Residence (Mobile Home (MH), Recreational Vehicle (RV), Travel Trailer (TT), MH, RV, and / or TT Park)	per Space / Lot	$2,037	per unit	$1,970.30	Higher	*3.4%*
Vehicle Charging or Fueling (Commercial Facility which requires Membership or Payment)	per Charging or Fueling Position	$9,736	per position	$7,954.35	Higher	*22.4%*
Vehicle Cleaning (Automated, Carwash, Detailing, Self-Service, Wash, Wax)	per Lane or Stall plus per five (5) Stations	$15,351	per bay	$6,913.15	Higher	*122.1%*

This is the Last Page in the

Village of Palm Springs

Mobility Fee
Technical Report

June 2025

Prepared By:

NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES

Village of Palm Springs

MOBILITY PLAN AND FEE
VISION ZERO ACTION PLAN

Council Workshop

MOBILITY COHORT

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

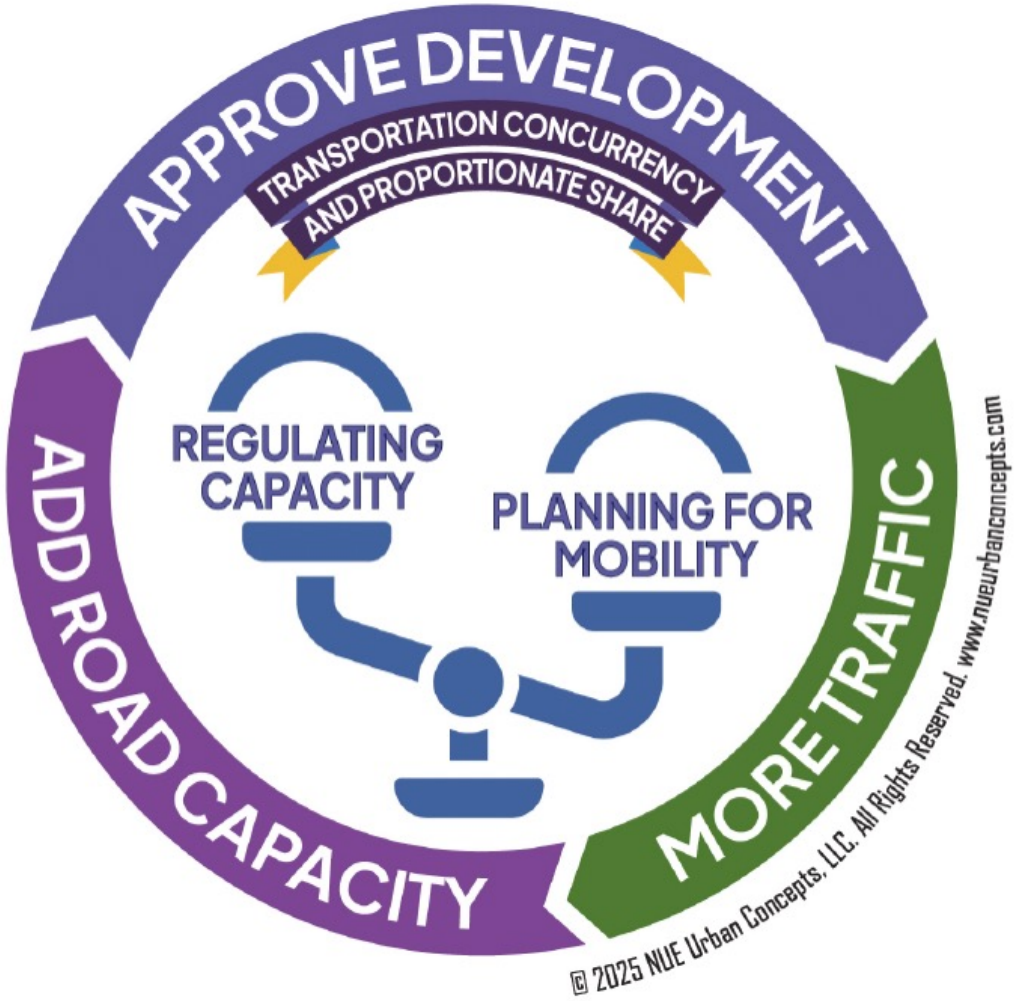
MOVING BEYOND TRANSPORTATION CONCURRENCY

House Bill 479:

Alternative Transportation System

to replace:

- Transportation concurrency
- Proportionate share
- Road impact fees



COMPREHENSIVE PLAN AMENDMENT

1. Incorporate Mobility Plan
2. Intent to adopt Mobility Fee
3. Move beyond Concurrency
4. Plan for Moving People not Counting Cars
5. Cooperative Planning



HOUSE BILL 479: ADOPTED IN 2024

- **Reiterated that any local government can adopt an alternative transportation system, such as a mobility plan & mobility fee, to replace transportation concurrency, proportionate share, and transportation mitigation fees.**

- **Only one mitigation fee may be collected, by the entity issuing building permits, from development in the City to mitigate transportation impacts.**

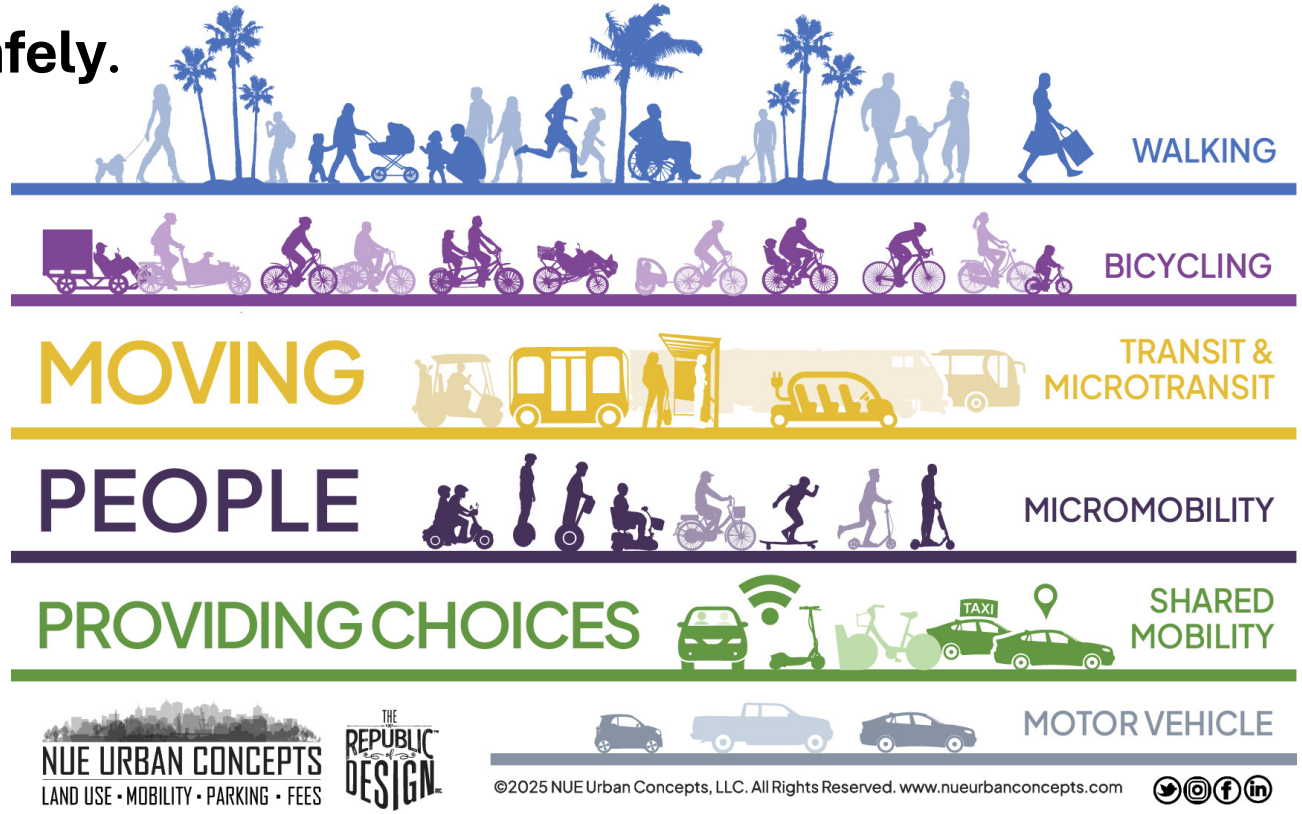
- **Mobility Fee must be based on Mobility Plan projects.**
- **Negotiate interlocal agreement with County based on Mobility Plan projects.**

HOW ARE FEES CURRENTLY ASSESSED?

- Palm Beach County assesses its full Road Impact Fee
- Palm Springs collects the County Road Impact Fee on behalf of the County
- Palm Springs remits the Road Impact Fee to the County
- Palm Beach County funds transportation projects with the Road Impact Fee

WHAT IS A MOBILITY PLAN?

- Vision for the City's transportation system to transition from one focused on moving vehicles quickly to **moving people safely**.
- Required by Florida Statute to serve as basis for development of a **Mobility Fee**.
- **Long-term plan** (2045 horizon)
- Identifies project needs (high-level)



EXISTING MOBILITY FEES AND SIMILAR PROGRAMS IN FLORIDA

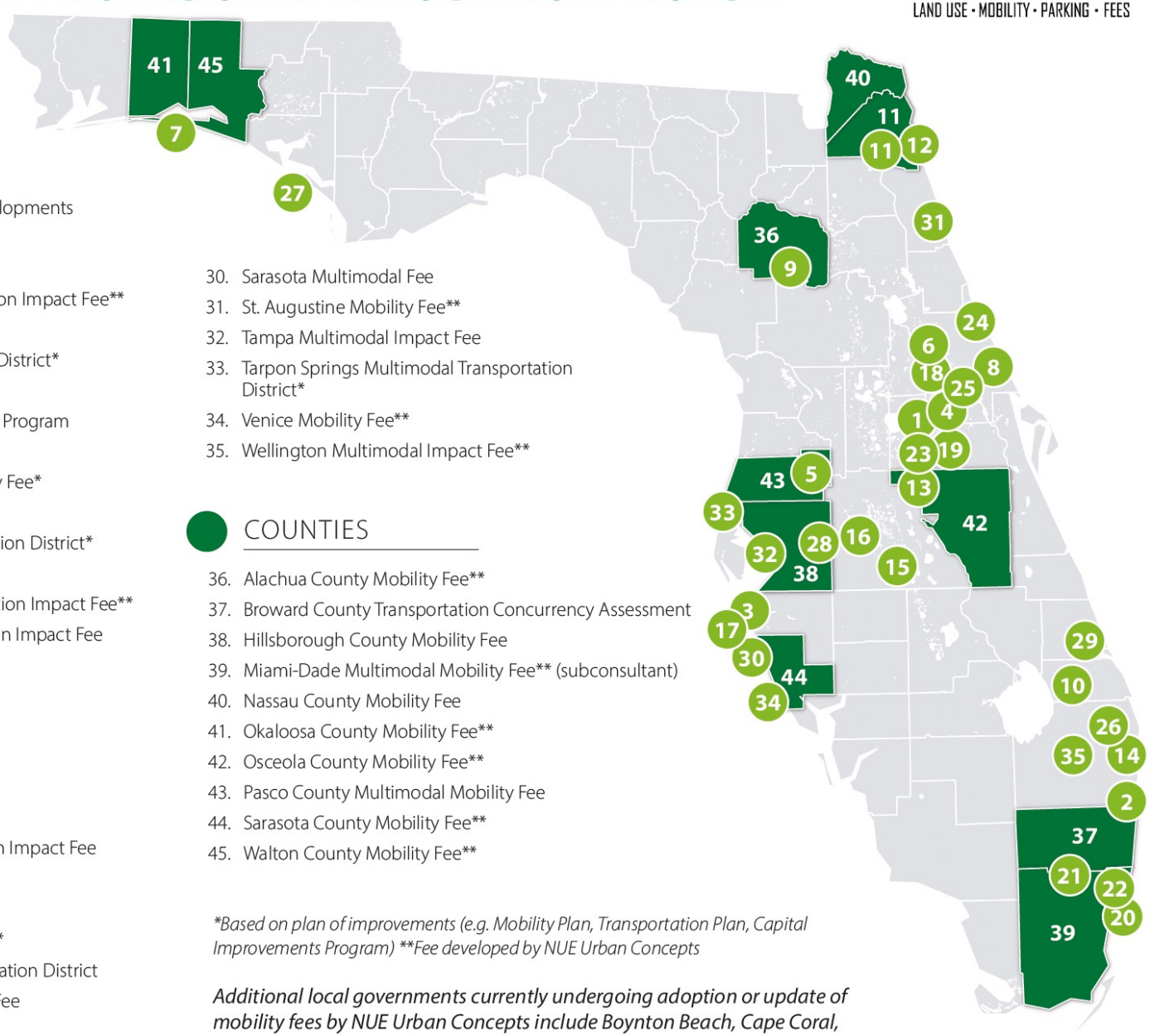
NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

MUNICIPALITIES

1. Altamonte Springs Mobility Fee**
2. Boca Raton Planned Mobility Developments
3. Bradenton Mobility Fee**
4. Casselberry Mobility Fee
5. Dade City Multimodal Transportation Impact Fee**
6. DeBary Mobility Fee**
7. Destin Multimodal Transportation District*
8. Edgewater Mobility Fee
9. Gainesville Transportation Mobility Program
10. Indiantown Mobility Fee**
11. Jacksonville/Duval County Mobility Fee*
12. Jacksonville Beach Mobility Fee
13. Kissimmee Multimodal Transportation District*
14. Lake Park Mobility Fee**
15. Lake Wales Multimodal Transportation Impact Fee**
16. Lakeland Multimodal Transportation Impact Fee
17. Longboat Key Mobility Fee**
18. Longwood Mobility Fee**
19. Maitland Mobility Fee**
20. Miami Beach Mobility Fee**
21. Miami Lakes Mobility Fee
22. North Miami Mobility Fee**
23. Orlando Multimodal Transportation Impact Fee
24. Ormond Beach Mobility Fee
25. Oviedo Mobility Fee**
26. Palm Beach Gardens Mobility Fee**
27. Panama City Multimodal Transportation District
28. Plant City Transportation Mobility Fee
29. Port St. Lucie Mobility Fee**
30. Sarasota Multimodal Fee
31. St. Augustine Mobility Fee**
32. Tampa Multimodal Impact Fee
33. Tarpon Springs Multimodal Transportation District*
34. Venice Mobility Fee**
35. Wellington Multimodal Impact Fee**

COUNTIES

36. Alachua County Mobility Fee**
37. Broward County Transportation Concurrency Assessment
38. Hillsborough County Mobility Fee
39. Miami-Dade Multimodal Mobility Fee** (subconsultant)
40. Nassau County Mobility Fee
41. Okaloosa County Mobility Fee**
42. Osceola County Mobility Fee**
43. Pasco County Multimodal Mobility Fee
44. Sarasota County Mobility Fee**
45. Walton County Mobility Fee**

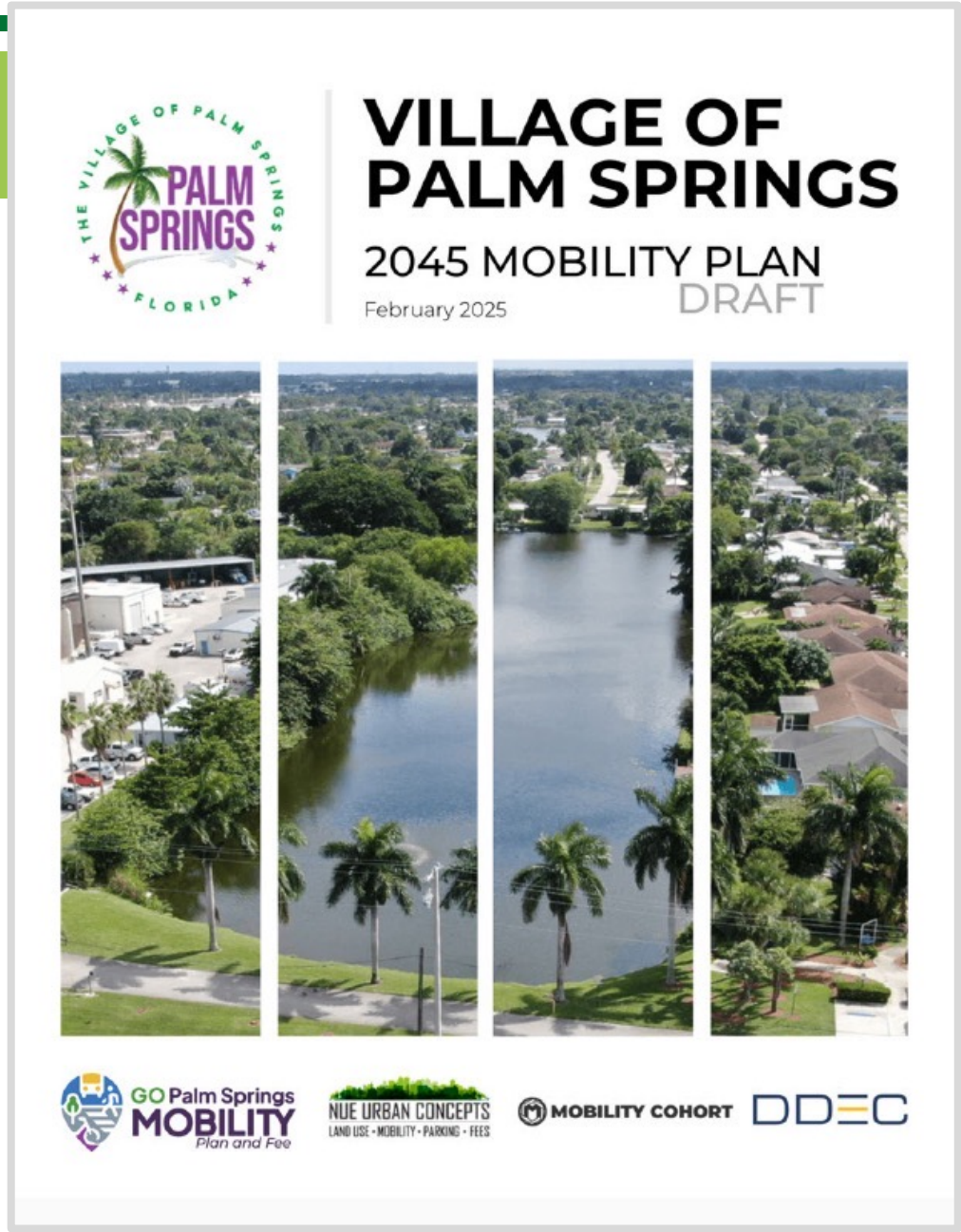


*Based on plan of improvements (e.g. Mobility Plan, Transportation Plan, Capital Improvements Program) **Fee developed by NUE Urban Concepts

Additional local governments currently undergoing adoption or update of mobility fees by NUE Urban Concepts include Boynton Beach, Cape Coral, Crestview, Flagler Beach, Gainesville (Mobility Fee), Lake City, Palm Springs, and West Palm Beach.

2045 MOBILITY PLAN

1. Roadway Plan
2. Multimodal Plan
3. Mobility Plan Programs



ROADWAY PLAN

COMPLETE STREET PROJECTS

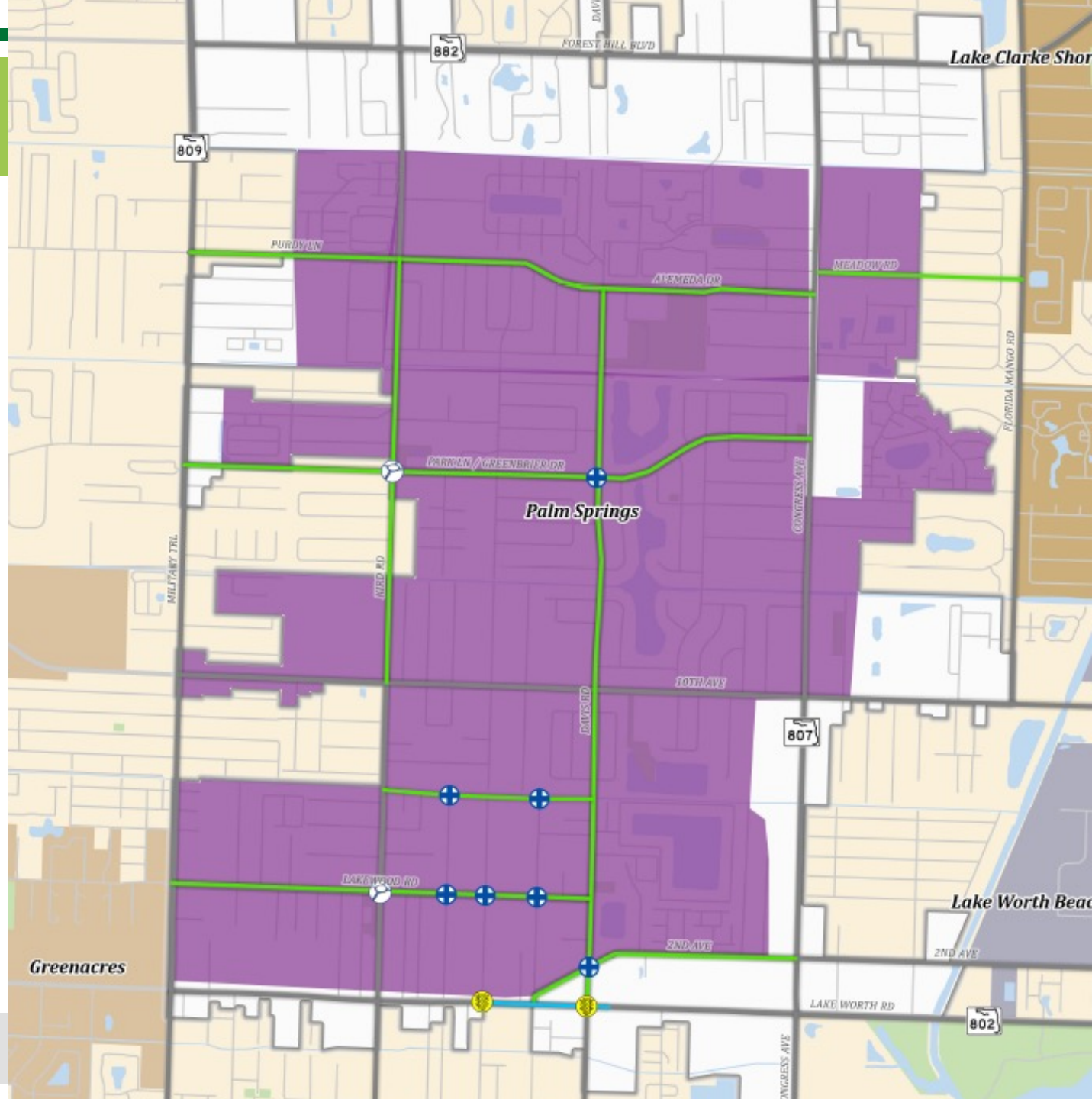
ROAD CAPACITY IMPROVEMENTS

NEW TRAFFIC SIGNAL

NEW ROUNDABOUTS

NEW RAISED INTERSECTIONS

TRAFFIC CALMING



MULTIMODAL PLAN

LANE REPURPOSING

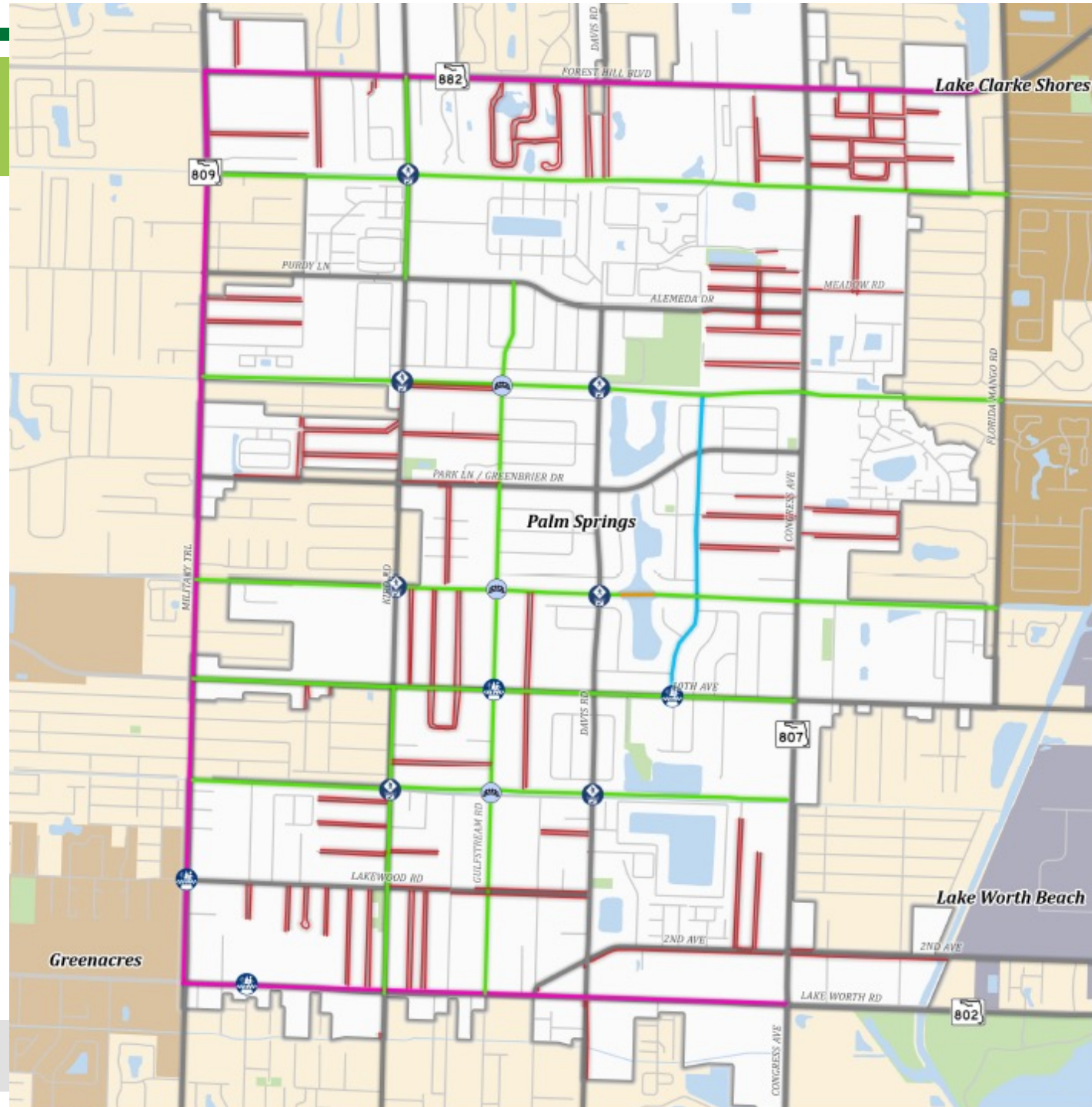
MULTI-USE TRAILS

SIDEWALKS

BOARDWALKS

HIGH VISIBILITY CROSSWALKS

BICYCLE BLVD

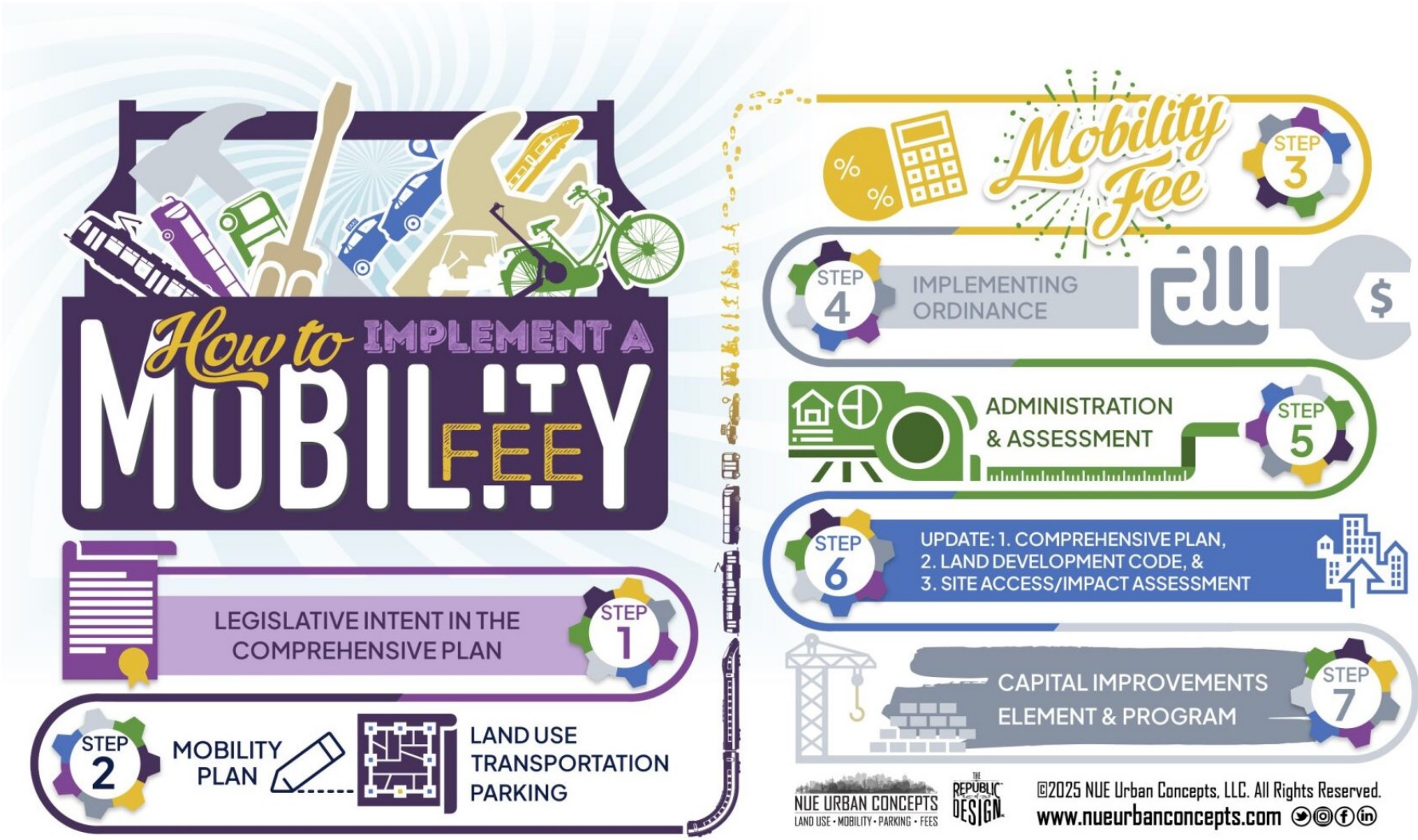


WHAT IS A MOBILITY FEE?

- Intended to replace the County Mobility Fee
- One-time fee paid by (re)development
- Intended to mitigate transportation impact
- Funding source for Mobility Projects
- Funds variety of Multimodal Infrastructure
- Funds policies, programs and services



HOW TO IMPLEMENT A MOBILITY FEE



VILLAGE OF PALM SPRINGS

MOBILITY FEE
TECHNICAL REPORT

JUNE 2025



MOBILITY COHORT

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futureplan

DDEC

THE REPUBLIC OF DESIGN

VILLAGE OF PALM SPRINGS FLORIDA

DEVELOPMENT OF A MOBILITY PLAN & FEE

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1 REVIEW ADOPTED PLANS
Comprehensive Plan, Long Range Transportation Plan, Special Plans, & Studies

2 ESTABLISH STUDY AREA
Identify Limits of Study Area & Roads to Evaluate

3 UNDERTAKE DATA COLLECTION
Existing Traffic Characteristics, Infrastructure, & Mobility Services

4 PROJECT FUTURE GROWTH
Existing & Future Demographics, Vehicle Miles of Travel & Person Miles of Travel
(Legal Test: The first component of the dual rational nexus test is to demonstrate need)

5 IDENTIFY MOBILITY PROJECTS
Improvements, Programs & Services such as: Sidewalks, multi-use trails, cycle tracks, traffic calming, pedestrian safety and intersection improvements, multimodal crossings, pedestrian bridges, raised intersections, roundabouts,wider roads, and microtransit

6 PREPARE MOBILITY PROJECT COST
Planning Level Cost Estimates

7 DEVELOP MOBILITY PLAN
Mobility Projects, Planning Level Cost, & Person Miles of Capacity
(Florida Statute Requirement: Mobility Fees required to be based on a Mobility Plan)

8 EVALUATE EXISTING CONDITIONS
Calculate Vehicle Miles of Travel & Capacity
(Legal Test: Demonstrate growth is not paying for existing backlog / deficiency)

9 IDENTIFY FUNDING
Existing, Programmed & Reasonably Anticipated Funding Sources

10 CONDUCT NEW GROWTH EVALUATION
Mobility Plan Cost Attributable to New Growth
(Legal Test: Demonstrate new growth is not paying more than its attributable share of mobility plan project cost)

11 CALCULATE PERSON MILES OF CAPACITY RATE
PMC Rate Attributable to New Growth
(Legal Test: Demonstrate that the cost of mobilty projects is attributable and assignable to new growth)

12 ESTABLISH MOBILITY FEE SCHEDULE OF USES
Palm Springs Specific Schedule of Uses

13 ESTABLISH ASSESSMENT AREA
Defined Area for Mobility Fee Assessment

14 CALCULATE PERSON TRAVEL DEMAND
Trip Generation, % New Trips, Vehicle Trip Length, Limited Access, Origin/Destination, and Person Miles of Travel Factors
(Legal Test: Demonstrate that the fee is roughly proportional to the impact of new growth)

15 CALCULATE MOBILITY FEE PER USE
Mobility Fee per Specific Use

16 ESTABLISH BENEFIT DISTRICT
Defined Area for Mobility Fee Expenditure
(Legal Test: The second component of the dual rational nexus test is to demonstrate benefit)

17 DEVELOP TECHNICAL REPORT
Document Data Sources and Methodology
(Demonstrate that the Mobility Plan & calculated Mobility Fee meet legal and statutory requirements

18 DEVELOP IMPLEMENTING ORDINANCE
Establish Findings, Specify Assessments, Exemptions, Credits, Off-Sets, Independent & Special Studies, Collection, Expenditure, Refunds, Annual Reporting, & Updates
(Demonstrate legal & statutory compliance)

MOBILITY FEE CALCULATIONS

Person Miles of Capacity rate (PMCr)

∑ PLC = (∑ RPc + ∑ MPc + ∑ MPPc)

∑ AF = (∑ RPf + ∑ MPf + ∑ MPPf + ∑ OSf)

PLCa = (∑ PLC - ∑ AF)

MPCa = ((PLCa x ECEf) x NGEf)

PMCr = (MPCa / PMCi)

Where:

PLC	=	Planning Level Cost (Table 6)
AF	=	Anticipated Funding (Table 7)
c	=	Cost
f	=	Funding
RP	=	Roadway Plan (Appendix G)
MP	=	Multimodal Plan (Appendix H)
MPP	=	Mobility Programs Plan (Appendix I)
OS	=	Other Sources (Table 7)
PLCa	=	Attributable Cost of Mobility Plan Projects (Table 9)
ECEf	=	Existing Conditions Evaluation factor of 1.00 (Table 5)
NGEf	=	New Growth Evaluation factor of 0.99 (Table 8)
MPCa	=	Assignable Cost of Mobility Plan Projects (Table 9)
PMCi	=	Person Miles of Capacity increase (Table 6)
PMCr	=	Person Miles of Capacity Rate (Table 9)

Prepared by NUE Urban Concepts, LLC

Person Miles of Travel increase (PMTi)

∑ VMTtp = (∑ VTtp x VTLtp)

∑ PMTtp = (∑ PTtp x PTLtp)

PMTf = (∑ of PMTtp / ∑ of VMTtp)

VMTi = (2045 VMT - 2025 VMT)

PMTi = (VMTi x PMTf)

Where:

∑ VTtp	=	Sum of Vehicle Trips by trip purpose (Appendix E)
∑ PTtp	=	Sum of Person Trips by trip purpose (Appendix E)
VTLtp	=	Average Vehicle Trip Length by trip purpose (Appendix E)
PTLtp	=	Average Person Trip Length by trip purpose (Appendix E)
VMT	=	Vehicle Miles of Travel
PMT	=	Person Miles of Travel
∑ VMTtp	=	Sum of Vehicle Miles of Travel by trip purpose (Appendix E)
∑ PMTtp	=	Sum of Person Miles of Travel by trip purpose (Appendix E)
PMTf	=	Person Miles of Travel factor of 1.54 (Appendix E)
VMTi	=	Vehicle Miles of Travel Increase (Table 2)
PMTi	=	Person Miles of Travel increase (Table 3)

Prepared by NUE Urban Concepts, LLC

PERSON TRAVEL DEMAND PER USE (PTDu)

Person Travel Demand per use (PTDu)

VMTu = ((((TG x % NEW) x VTl) x LAEf) x ODf)

PTDu = (VMTu x PMTfu)

Where:

VMTu = Vehicle Miles of Travel per use (Appendix K)

TG = Trip Generation (Appendix J)

%NEW = Percent of Trips that are Primary Trips (Appendix K)

VTl = Vehicle Trip Length by Trip Purpose (Appendix K)

LAEf = Limited Access Evaluation factor of 0.754 (Table 10)

ODf = Origin and Destination Factor of 0.50 (Appendix K)

PTDu = Person Travel Demand per use (Appendix K)

PMTfu = Person Miles Travel factor per use (Appendix K)

Prepared by NUE Urban Concepts, LLC

Trip Generation (TG): 5.62

% New Trips (%NT): 1.00

Vehicle Trip Length (VTl): 3.86

Limited Access Adjustment factor (LAEF): 0.754

Origin & Destination Factor (ODf): 0.50

Vehicle Miles of Travel (VMT): 8.18

Person Miles of Travel factor (PMTF): 1.61

Person Travel Demand (PTD): 13.17

((((TG x % NT) x VTl) x LAEf) x ODf) = VMT; (VMT x PMTf) = PTDu

((((5.62 x 1.00) x 3.86) x 0.754) x 0.50) = 8.18; (8.18 x 1.61) = 13.17

MOBILITY FEE SCHEDULE

Mobility Fee per use (MFu)

MFu = (PTDu x PMCr)

MFau = (MFu x UMu)

Where:

MFu = Mobility Fee per use (Appendix N)

PTDu = Person Travel Demand per use (Appendix K)

PMCr = Person Miles of Capacity Rate (Table 9)

MFau = Mobility Fee assessed per use

UMu = Unit of Measure per Use (Appendix N)

Prepared by NUE Urban Concepts, LLC

Mobility Fee Schedule

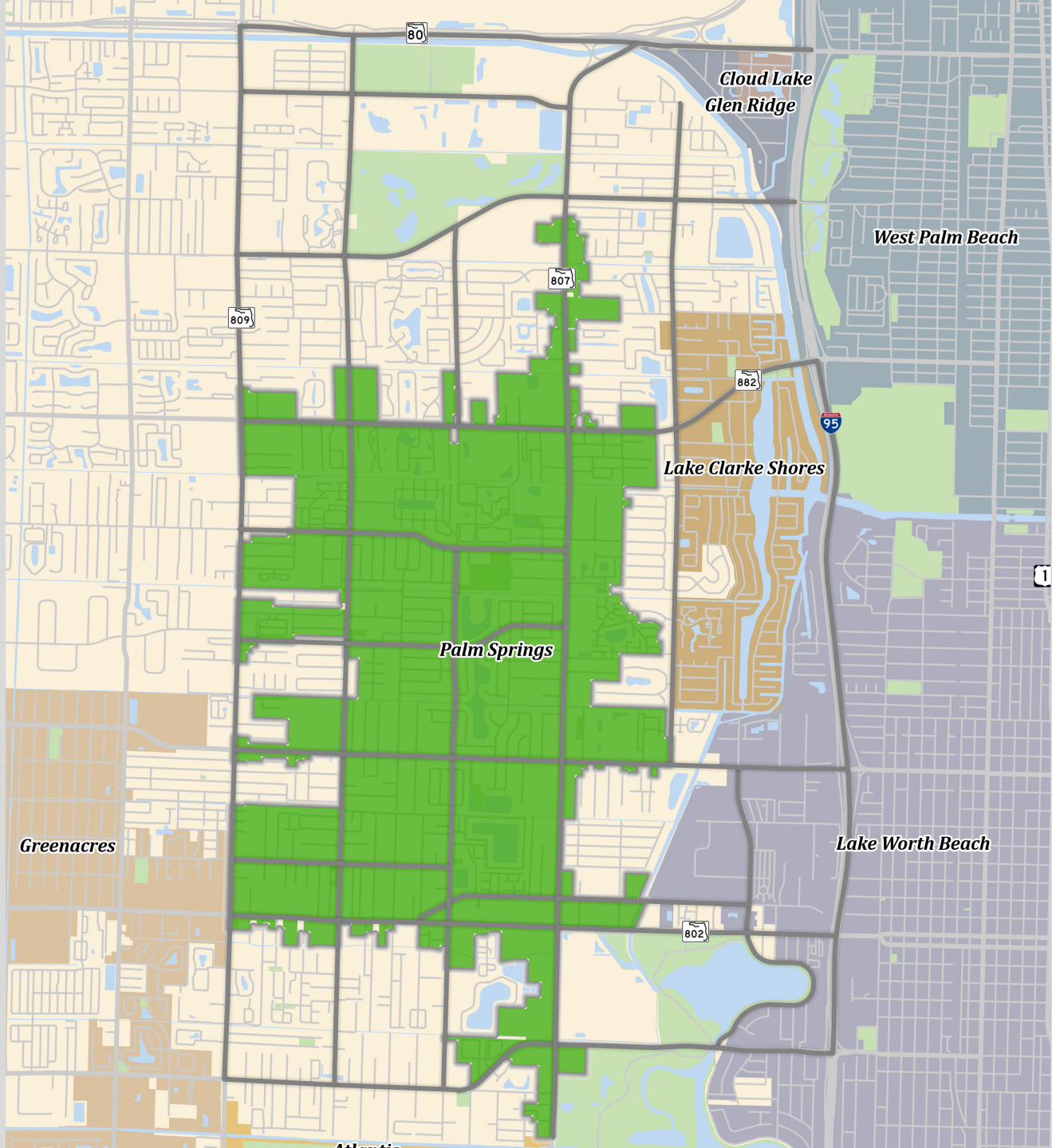
(for reference only: details to follow)

VILLAGE OF PALM SPRINGS MOBILITY FEE		
LAND USE CATEGORIES (DARK GREY), USE CLASSIFICATIONS, & REPRESENTATIVE USES (IN PARENTHESES)	UNIT OF MEASURE (UOM)	2025 MOBILITY FEE
Residential Uses		
Residential Dwelling (attached, detached, duplex, group, row, multiple-family, single-family)	per 1,000 Sq. Ft.	$4,437
Institutional Uses		
Community Serving (Center, Club, Clubhouse, Lodge, Museum, Performance Venues, Place of Assembly or Worship)	per 1,000 Sq. Ft.	$2,450
Long Term Care (Adult Day Care, Assisted Living, Continuum of Care Facility, Group Care, Nursing Home)	per 1,000 Sq. Ft.	$3,472
Private Education (Afterschool, Child Care or Day Care, K-12, Pre-K, Trade School, Tutor)	per 1,000 Sq. Ft.	$4,573
Commercial Recreation Facility Uses		
Outdoor Recreation (Courts, Fields, Fitness, Golf, Multi-Purpose, Sports)	per Acre	$23,029
Indoor Recreation (Fitness, Gym, Health, Indoor Amusement, Entertainment or Sports, Kids Activities or Fitness)	per 1,000 Sq. Ft.	$14,610
Industrial Uses		
Industrial (Heavy, Flex-Unit, Light, Micro-brewery, Self or Outdoor Storage, Utilities)	per 1,000 Sq. Ft.	$2,408
Office Uses		
Business (Business, Profession and Occupation, Business or Professional Service, Higher Education, Hospital)	per 1,000 Sq. Ft.	$6,045
Medical or Dental (Clinic, Dental, Health Service, Laboratory, Emergency Care, Rehab, Veterinary)	per 1,000 Sq. Ft.	$14,089
Retail Sales and Service Uses		
Retail (Discount, Large Scale, Nursery, Personal Services, Sales & Services, Superstore, Variety, Vehicle Sales)	per 1,000 Sq. Ft.	$9,134
High Impact Retail (Drinking Establishment, Financial Service, Full Service Restaurant, Grocery, Package Liquor, Pharmacy)	per 1,000 Sq. Ft.	$19,884
Convenience Retail (Convenience Store, Gas or Service Station)	per 1,000 Sq. Ft.	$37,851
Quick Service Restaurant (Carry Out, Delivery Oriented, Drive-In, Fast Casual, Fast Food)	per 1,000 Sq. Ft.	$49,438
Non-Residential Additive Uses (All uses are additive except mobile residence and overnight lodging)		
Automotive Repair Establishment (Major or Minor Repair, Tires)	per Bay or Stall	$7,733
Commercial Use Drive-Thru (Convenience, Dry Cleaner, High Impact Retail, Retail)	per Lane	$23,424
Financial Service Drive-Thru Lane or Free-Standing ATM (Banks, Credit Unions, Other Financial)	per Lane / ATM	$23,836
Overnight Lodging (B&B, Hotel, Motel, Short Term Vacation Rental)	per Room	$4,213
Quick Service Restaurant Drive Thru	per Lane	$53,077
Mobile Residence (Mobile Home (MH), Recreational Vehicle (RV), Travel Trailer (TT), MH, RV, and / or TT Park)	per Space / Lot	$3,529
Vehicle Charging or Fueling (Commercial Facility which requires Membership or Payment)	per Charging or Fueling Position	$16,196
Vehicle Cleaning (Automated, Carwash, Detailing, Self-Service, Wash, Wax)	per Lane or Stall plus per five (5) Stations	$27,919
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ASSESSMENT AREA



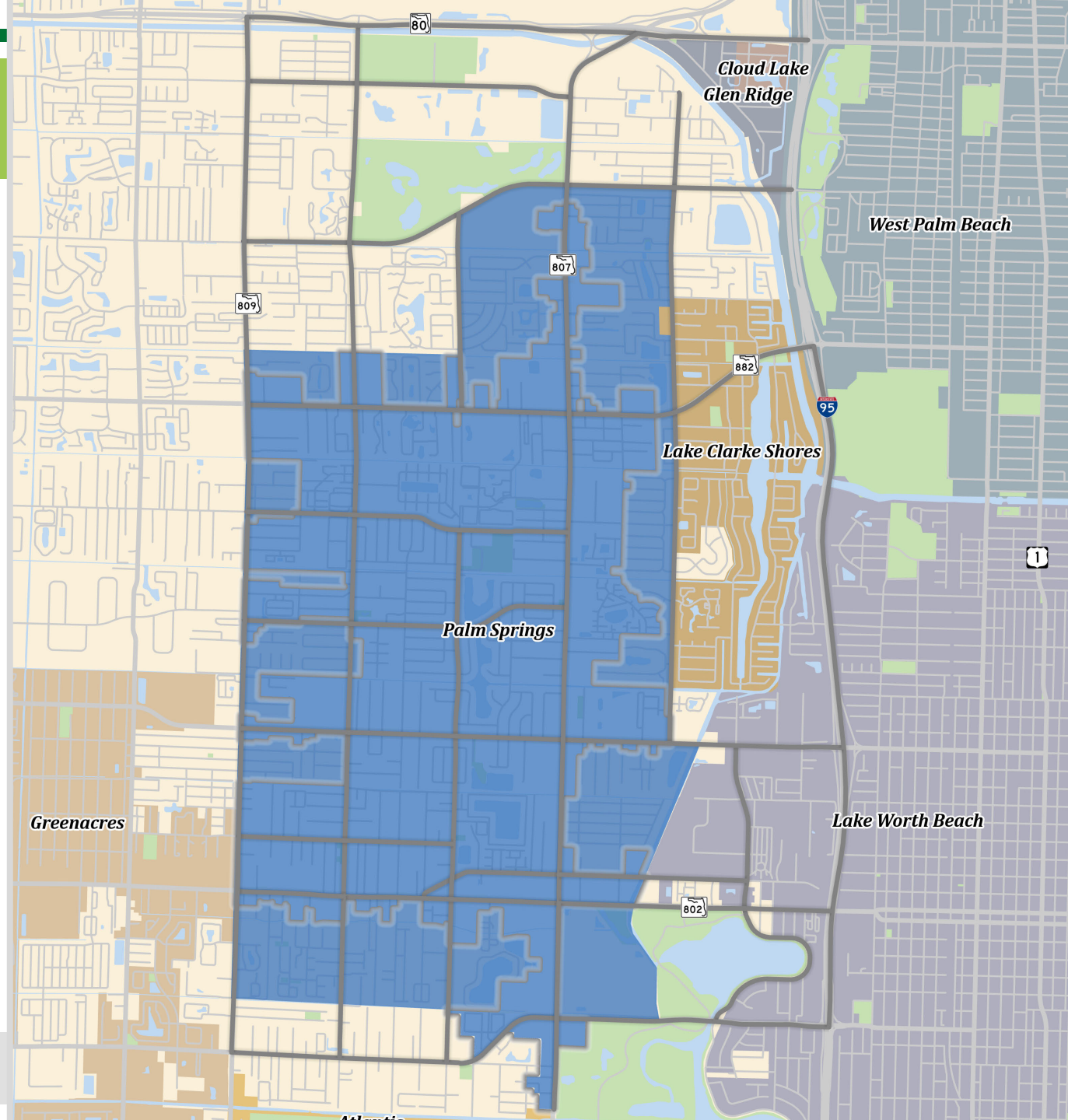
VILLAGE OF PALM SPRINGS



BENEFIT DISTRICT



VILLAGE OF PALM SPRINGS



MOBILITY FEE SCHEDULE - RESIDENTIAL

RESIDENTIAL USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Residential Dwelling (attached, detached, duplex, group, row, multiple-family, single-family)	per 1,000 Sq. Ft.	$3,659	$5,597.40	-34.6%
Single Family Detached **Example** (1,500 sq. ft.)	per 1,000 Sq. Ft.	$5,489	$5,597.40	-1.9%
Mult-Family Residential Apartment **Example** (900 sq. ft.)	per 1,000 Sq. Ft.	$3,293	$3,537.80	-6.9%

MOBILITY FEE SCHEDULE - INSTITUTIONAL

INSTITUTIONAL USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Community Serving (Center, Club, Clubhouse, Lodge, Museum, Performance Venues, Place of Assembly or Worship)	**per 1,000 Sq. Ft.**	**$2,598**	**$2,673.60**	**-2.8%**
Long Term Care (Adult Day Care, Assisted Living, Continuum of Care Facility, Group Care, Nursing Home)	**per 1,000 Sq. Ft.** Per Bed (PBC)	**$2,863**	**$677.02**	***322.9%***
Assisted Living Facility - EXAMPLE Example (County conversion to per 1,000 sq. ft. based on 4 beds per 1,000 sq. ft.)	**per 1,000 Sq. Ft.**	***$3,771***	**$2,708.08**	***11.4%***
Private Education (Afterschool, Child Care or Day Care, K-12, Pre-K, Trade School, Tutor)	**per 1,000 Sq. Ft.** Per Student (PBC)	**$3,771**	**$530.10**	***611.4%***
Private Education - EXAMPLE Example (County conversion to per 1,000 sq. ft. based on 7 students per 1,000 sq. ft.)	**per 1,000 Sq. Ft.**	***$3,771***	**$3,710.70**	***1.6%***

MOBILITY FEE SCHEDULE - COMMERCIAL

COMMERCIAL RECREATION FACILITY USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Outdoor Recreation (Courts, Fields, Fitness, Golf, Multi-Purpose, Sports)	per Acre	$18,992	$12,196.40	55.7%
Outdoor Recreation Example (County conversion to acres based on 2 courts per acre)	per Acre per Court (PBC)	*$18,992*	$24,392.80	-22.1%
Indoor Recreation (Fitness, Gym, Health, Indoor Amusement, Entertainment or Sports, Kids Activities or Fitness)	per 1,000 Sq. Ft.	$13,770	$14,425.75	-4.5%

MOBILITY FEE SCHEDULE - INDUSTRIAL

INDUSTRIAL USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Industrial (Heavy, Flex-Unit, Light, Micro-brewery, Self or Outdoor Storage, Utilities)	**per 1,000 Sq. Ft.**	**$1,986**	**$1,987.75**	***-0.1%***

MOBILITY FEE SCHEDULE - OFFICE

OFFICE USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Business (Business, Profession and Occupation, Business or Professional Service, Higher Education, Hospital)	per 1,000 Sq. Ft.	$4,362	$4,464.26	-2.3%
Medical or Dental (Clinic, Dental, Health Service, Laboratory, Emergency Care, Rehab, Veterinary)	per 1,000 Sq. Ft.	$9,960	$10,308.45	-3.4%

MOBILITY FEE SCHEDULE - RETAIL

RETAIL SALES AND SERVICE USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Retail (Discount, Large Scale, Nursery, Personal Services, Sales & Services, Superstore, Variety, Vehicle Sales)	per 1,000 Sq. Ft.	$7,533	$7,906.85	-4.7%
High Impact Retail (Drinking Establishment, Financial Service, Full Service Restaurant, Grocery, Package Liquor, Pharmacy)	per 1,000 Sq. Ft.	$13,666	$14,836.87	-7.9%
Convenience Retail Convenience Store, Gas or Service Station)	per 1,000 Sq. Ft.	$43,449	$48,334.10	-10.1%
Quick Service Restaurant (Carry Out, Delivery Oriented, Drive-In, Fast Casual, Fast Food)	per 1,000 Sq. Ft.	$40,773	$40,105.46	1.7%

MOBILITY FEE SCHEDULE – NON-RESIDENTIAL

NON-RESIDENTIAL USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Automotive Repair Establishment (Major or Minor Repair, Tires)	per Bay or Stall	$6,378	$6,340.97	0.6%
Commercial Use Drive-Thru (Convenience, Dry Cleaner, High Impact Retail, Retail)	per Lane	$16,099	--	
Financial Service Drive-Thru Lane or Free-Standing ATM (Banks, Credit Unions, Other Financial)	per Lane / ATM	$19,658	--	
Overnight Lodging (B&B, Hotel, Motel, Short Term Vacation Rental)	per Room	$3,040	$2,329.67	30.5%

MOBILITY FEE SCHEDULE – NON-RESIDENTIAL

NON-RESIDENTIAL USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Quick Service Restaurant Drive Thru	per Lane	$43,774	--	
Mobile Residence Mobile Home (MH), Recreational Vehicle (RV), Travel Trailer (TT), MH, RV, and / or TT Park)	per Space / Lot	$2,037	$1,970.30	*3.4%*
Vehicle Charging or Fueling (Commercial Facility which requires Membership or Payment)	per Charging or Fueling Position	$9,736	$7,954.35	*22.4%*
Vehicle Cleaning (Automated, Carwash, Detailing, Self-Service, Wash, Wax)	per Lane or Stall plus per five (5) Stations	$15,351	$6,913.15	*122.1%*

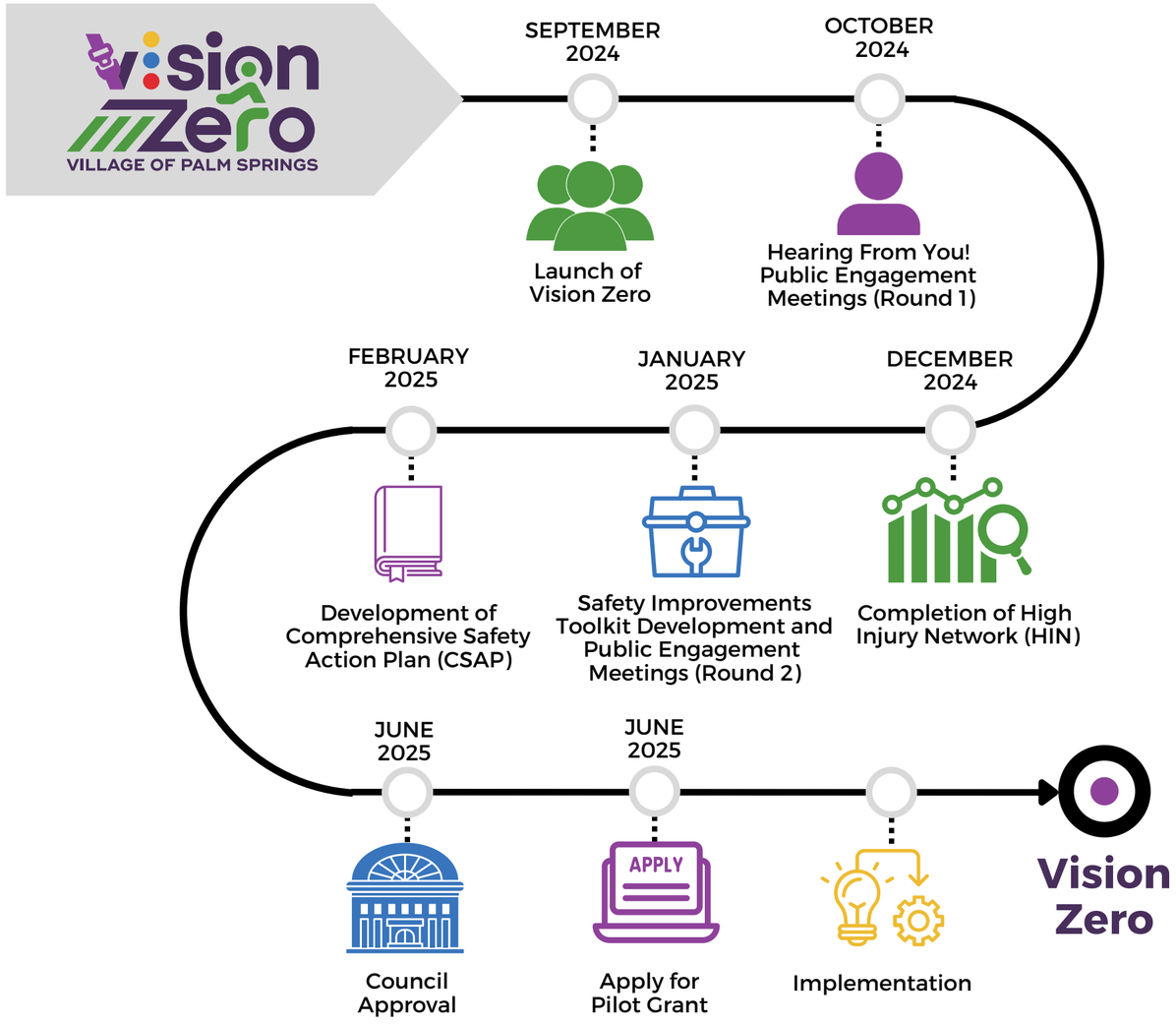
NEXT STEPS

- Consider Comprehensive Plan Amendment (Adoption)
- 1st Reading of the Mobility Plan & Fee Ordinance (Provide Any Direction)
- 2nd Reading of the Ordinance (Adoption) – Schedule for July 10
- Best efforts to negotiate an Interlocal Agreement with the County

(Interlocal will be ongoing effort with County)

Vision Zero Action Plan

VILLAGE OF PALM SPRINGS VISION ZERO



THE VILLAGE OF PALM SPRINGS FLORIDA

2025 DRAFT VISION ZERO ACTION PLAN

VILLAGE OF PALM SPRINGS

Vision Zero VILLAGE OF PALM SPRINGS



VILLAGE OF PALM SPRINGS VISION ZERO

Vulnerable Roadway Users (VRU)

18,101 Total Crashes



94.4% Motor Vehicle

2.4% Pedestrian · 1.2% Motorcycle · 2.0% Bicyclist

48.1% Motor Vehicle

22.9% Pedestrian · 18.7% Motorcycle · 10.3% Bicyclist

A total **18,101** crashes occurred on the Village of Palm Spring Streets **between 2014 and 2024**

37 Killed

254 Seriously Injured

17,070 Motor Vehicles

438 Pedestrians

368 Cyclists

225 Motorcycles



VILLAGE OF PALM SPRINGS VISION ZERO

Safe Systems Element



Source: FHWA.

Exhibit A: Crash Fatalities at Higher Speeds



Higher speeds reduce not only the sight distance but also the reaction time a driver needs to avoid collision.

Exhibit B: Field of View at Different Speeds

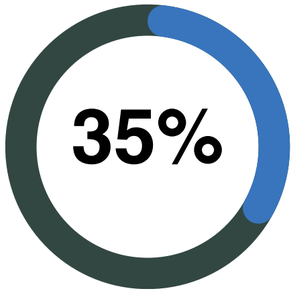


Impact of Vehicle Speed on Safety & Driver Visibility

Data Analysis and Comparison

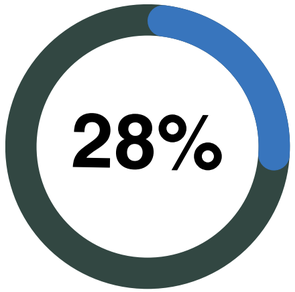
VILLAGE OF PALM SPRINGS VISION ZERO

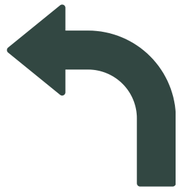
Common Fatal and Serious Injury Crash Types



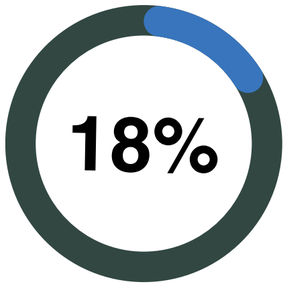


Rear End





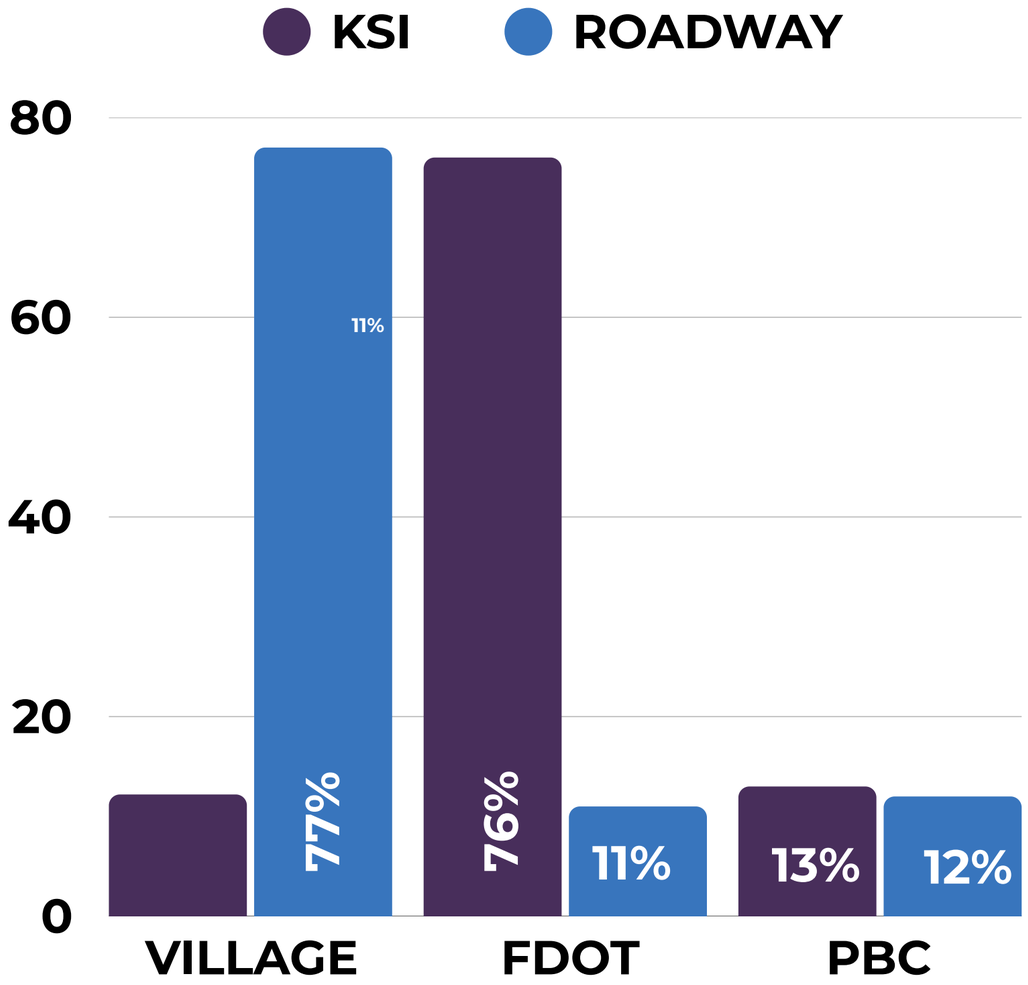
Left Turn





Right Angle

Exhibit K: Crash Rate Table



VILLAGE OF PALM SPRINGS VISION ZERO

Community Engagement

Hispanic Heritage Festival



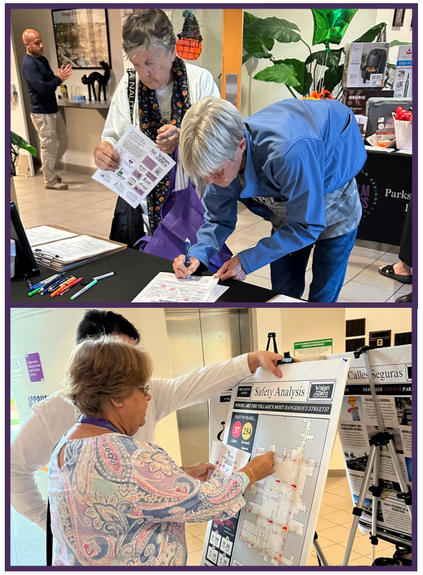
9/21/2024

Spooky Springs Halloween Trunk or Treat



10/19/2024

Senior Citizen Health Expo



10/30/2024

Village Tree Lighting Event



12/7/2024

81.6% travel by **driving**

34% travel by **walking**

31%

Insufficient Transportation Options

- **Safety Perceptions -**
  - Distraction (59% high/very high)
  - Speeding (53% high/very high)
  - Motorists (42% high/very high)
- **Respondents felt safest driving, least safe biking**

Public Information

VILLAGE OF PALM SPRINGS VISION ZERO











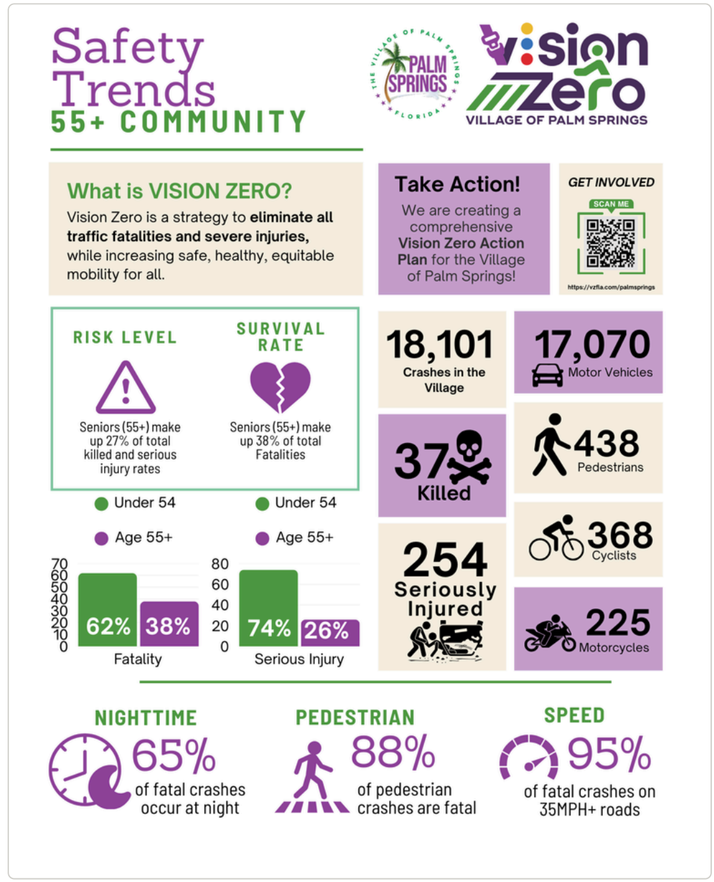


Exhibit F: 55+ Safe Trends Handout

VISIONZERO FLORIDA

At the Tree Lighting events on December 9, 2024, the project team collected a total of 118 signatures for the safety pledge. Additionally, a digital pledge is available on the VZFLA website.

Exhibit H: Vision Zero Pledge



Vision Zero Action Plan Overview

VILLAGE OF PALM SPRINGS VISION ZERO



SAFER ROADS

Update Roadway Engineering and Design Standards and Land Development Code

Pursue Safe Routes to Schools Funding, especially for Palm Springs Elementary School and C.O. Taylor/Kirklane Elementary School



SAFER SPEEDS

Work with Palm Beach County and FDOT to reduce target speeds on Military Trl, Congress Ave, 10th Ave, Kirk Rd, Lake Worth Rd, Forest Hill Blvd

Evaluate the Feasibility of Deploying “Twenty is Plenty” Speed Limit Strategy



SAFER ROAD USERS

Evaluate Implementation of “Crosswalks to Classrooms” Program

Conduct High Visibility Enforcement Operation/ Educational Traffic Stop Program



SAFER VEHICLES

Consider Emerging Vehicle Safety and Connected Vehicle Technology When Purchasing New Fleet Vehicles

Publicize The Availability Of The “SaferCar” Phone Application For Recall Notifications



POST CRASH CARE

Promote CPR / Emergency First Aid Training to Village Staff, Volunteers, and Coaches

Promote Connected Smart Intersections for Dispatching First Responders in collaboration with Palm Beach County

VILLAGE OF PALM SPRINGS VISION ZERO

Priority Projects Identified

- High-crash corridors and intersections
- Nighttime and pedestrian-focused improvements
- Engineering strategies:
  - Speed tables, curb extensions, lighting upgrades
  - RRFBs and high-visibility crosswalks

40+ MPH road



SS4A Demonstration Grant Overview

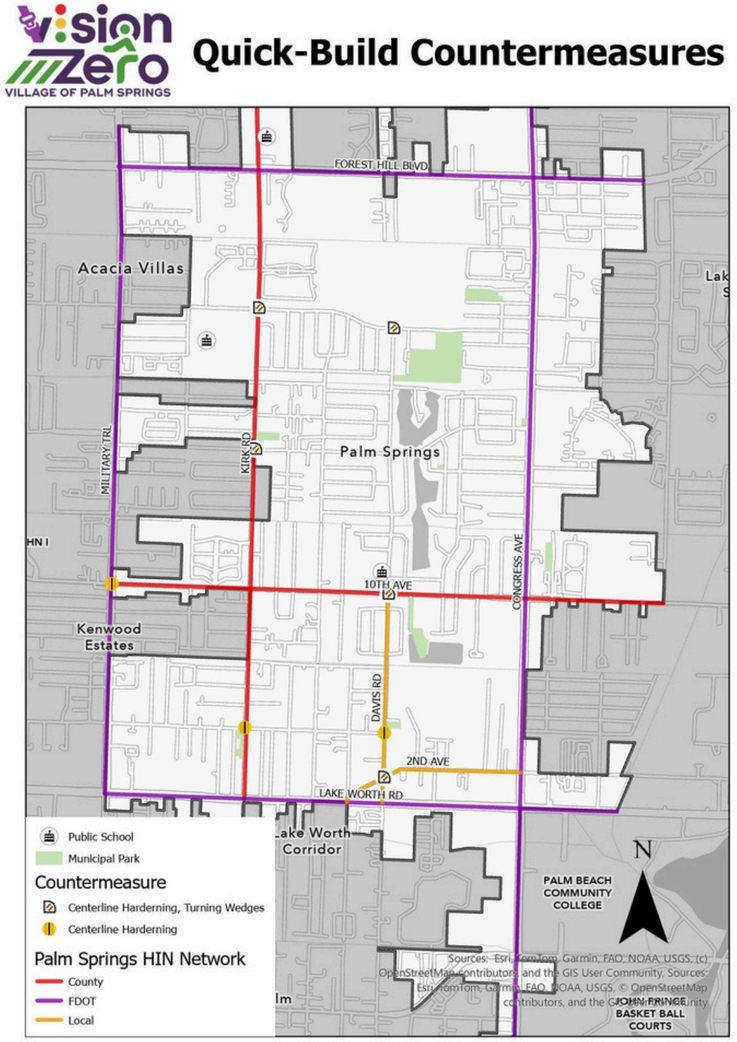
The Village is seeking $464,000 through the Vision Zero Planning and Demonstration Grant, with a local match of $116,000

- Goal: Implement and evaluate quick-build traffic calming measures at schools, parks, and along the Village's High Injury Network
- Treatments include MUTCD-compliant sidewalk extensions, centerline hardening, and turning wedges
- Project will support development of replicable engineering standards for Palm Beach County
- Community engagement and interagency coordination will be central to implementation

VILLAGE OF PALM SPRINGS VISION ZERO

Next Steps for Grant Submission

- Finalize scope and locations for quick-build pilot projects
- Gather letters of support from stakeholders
- Submit full SS4A application by summer 2025 deadline
- If awarded, pilot installation and evaluation will take place in 2026 to inform Vision Zero Plan update



COMMENTS & QUESTIONS

Jonathan B. Paul, AICP | Principal

nueurbanconcepts@gmail.com

www.nueurbanconcepts.com



NUE URBAN CONCEPTS

LAND USE · MOBILITY · PARKING · FEES

Village of Palm Springs

Executive Brief

AGENDA DATE: June 12, 2025

DEPARTMENT: Public Works

ITEM #15: Resolution No. 2025-36 - Adoption of Safe Streets for All Vision Zero Action Plan

SUMMARY: The Village of Palm Springs received a grant in the amount of $250,000 in 2024 by the US Department of Transportation for the development of a "Vision Zero Action Plan" (VZAP). The VZAP is a strategy to eliminate all traffic fatalities and serious injuries within the Village's roadway network by 2030. The Village entered into an agreement with Craven Thompson and Associates to develop the VZAP and comprehensive safety improvement framework for the Village. Staff have been working closely with the consultant, stakeholders and the public to finalize the plan and present it to council for final adoption. The adoption of the VZAP is the next step in the process of beginning to apply for additional funding for implementation and demonstration projects to construct safety improvements throughout the Village. The staff are seeking adoption of the Vision Zero Action Plan.

FISCAL IMPACT:
The Vision Zero Action Plan adoption does not have a fiscal impact to the Village.

ATTACHMENTS:
1. Resolution No. 2025-36
2. Village of Palm Springs - Vision Zero Action Plan
3. Mobility Plan and Vision Zero Action Plan Presentation

RESOLUTION NO. 2025-36

A RESOLUTION OF THE VILLAGE COUNCIL OF THE VILLAGE OF PALM SPRINGS, FLORIDA, FOR THE ADOPTION OF THE VISION ZERO ACTION PLAN (VZAP) AND COMPREHENSIVE SAFETY IMPROVEMENT FRAMEWORK FOR THE VILLAGE BEFORE 2030; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, traffic crashes are among the leading cause of deaths and injuries in the world, the United States, and the Village of Palm Springs; and

WHEREAS, according to the Florida Department of Health, pedestrians and bicyclists are the most vulnerable road users and account for over half of the state's traffic deaths; and

WHEREAS, according to the Governors Highway Safety Association, the national average of pedestrians killed has increased by nearly 22% since 2014; and

WHEREAS, death and injury on our streets is unacceptable; and

WHEREAS, Vision Zero is a traffic safety policy and system which provides a framework for reducing traffic deaths and serious injuries through a combination of engineering, education, and enforcement measures; and

WHEREAS, key elements of the Vision Zero system include: reframing traffic fatalities as preventable; focusing on system failure; reducing the impact of collusions; adopting a safe system approach for vehicles, bicycles and pedestrians; data-driven decision making; and viewing road safety as a social equity issue; and

WHEREAS, Vision Zero takes a "Safe System" approach to road safety—a holistic view that requires people to think about the road system in its entirety, from design guidelines, infrastructure projects, public participation, policy, and vehicle regulations all influence injuries and deaths; and

WHEREAS, Vision Zero and its policies have been proven in other cities to reduce injuries and deaths from preventable traffic accidents; and

WHEREAS, the Village received a grant in the amount of $250,000 in 2024 by the US Department of Transportation for the development of a "Vision Zero Action Plan" (VZAP); and

WHEREAS, it is anticipated that implementation of the Vision Zero methodologies will make the Village of Palm Springs streets safer, which will encourage people to take trips by walking, bicycling and multiple modes such as walking to public transportation; and

WHEREAS, the VZAP is a strategy to eliminate all traffic fatalities and serious injuries within the Village's roadway network by 2030.

NOW, THEREFORE, BE IT RESOLVED BY THE VILLAGE COUNCIL OF PALM SPRINGS, FLORIDA, AS FOLLOWS:

Section 1. The foregoing recitals are true and are incorporated herein.

Section 2. The Village entered into an agreement with Craven Thompson and Associates to develop the VZAP and comprehensive safety improvement framework for the Village.

Section 3. The Village Council hereby adopts Vision Zero as the policy for road and traffic safety in the Village of Palm Springs and directs near and long-term traffic planning to be based on Vision Zero principles.

Section 4. This Resolution shall take effect upon adoption.

Council Member _____ offered the foregoing motion to approve the Resolution. Council Member _____ seconded the motion, and upon being put to a vote, the vote was as follows:

	Aye	Nay	Absent
BEV SMITH, MAYOR	☐	☐	☐
KIM SCHMITZ, VICE MAYOR	☐	☐	☐
GARY READY, MAYOR PRO TEM	☐	☐	☐
JONI BRINKMAN, COUNCIL MEMBER	☐	☐	☐
PATTI WALLER, COUNCIL MEMBER	☐	☐	☐

The Mayor thereupon declared this Resolution duly passed and adopted this _____day of _____, 2025.

VILLAGE OF PALM SPRINGS, FLORIDA

BY: _____
BEVERLY SMITH, MAYOR

ATTEST:

BY: _____
KIMBERLY M. WYNN, CMC, VILLAGE CLERK

REVIEWED FOR FORM AND LEGAL SUFFICIENCY

BY: _____
CHRISTY GODDEAU, VILLAGE ATTORNEY

2025 DRAFT VISION ZERO ACTION PLAN

VILLAGE OF PALM SPRINGS

DISCLAIMER

Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary before implementing any of the recommendations contained herein.

Geographic and mapping information presented in this document is for informational purposes only and is not suitable for legal, engineering, or surveying purposes. Data products presented herein are based on information collected at the time of preparation. The Village of Palm Springs makes no warranties, expressed or implied, concerning the accuracy, completeness, or suitability of the underlying source data used in this analysis or recommendations and conclusions derived therefrom.

Letter of Support from the Mayor

Dear Palm Springs Community,

The Village of Palm Springs is committed to ensuring that everyone in our community can travel safely, regardless of how they choose to get around. Each year, our residents face the devastating impacts of traffic crashes that result in deaths and life-altering injuries on our streets. These tragedies affect our entire community, but they do not affect everyone equally. Seventy-five percent (75%) of our highest-risk streets are in areas that have historically faced greater challenges in accessing opportunities and resources.

By adopting Vision Zero, we commit to the goal of eliminating all traffic fatalities and serious injuries on our streets. This is not just an aspiration; it is an achievable goal that requires decisive action and commitment from all of us. This Vision Zero Action Plan represents our road map to creating safer streets for everyone who lives, works, or visits Palm Springs.

The plan before you is the result of extensive data analysis, community input, and collaboration among various stakeholders. It aligns with other important Village initiatives, including our sustainability goals and our commitment to inclusivity. Implementing this plan will require significant changes to how we plan, fund, and design our transportation network. It will require bold action from us all. I am particularly proud that this plan emphasizes equity in both its analysis and proposed solutions.

We know that certain groups such as older adults and people walking or cycling within the Village's diverse population are disproportionately impacted by traffic crashes. Our implementation strategy prioritizes improvements in areas where these risks are highest, while ensuring that community voices are heard throughout the process. This plan is dedicated to those who have lost their lives or sustained life-altering injuries on our streets, and to their families and friends. As we move forward with implementation, we will continue to engage with those most affected by traffic violence.

Together, we can make Palm Springs' streets safe for everyone. I make that pledge as your Mayor.

Sincerely,

Beverly Smith
Mayor, Village of Palm Springs

Executive Summary

Vision Zero is a strategy to eliminate all traffic fatalities and serious injuries while increasing safe, healthy, equitable mobility for all.

The Village of Palm Springs' Vision Zero Action Plan was developed as part of its comprehensive Transportation and Mobility Element, explicitly adopting Vision Zero as a policy in 2021. This Action Plan aligns with the Village's goal of developing and maintaining a safe, efficient, and multimodal transportation system.

Fifty-seven percent of roadway fatalities involve pedestrians and cyclists, representing community members: co-workers, neighbors, visitors, friends, and family. Each death and serious injury profoundly impacts the community.

The Village of Palm Springs commits to eliminating all traffic fatalities and severe injuries on its streets, believing that loss of life is not an acceptable consequence of mobility.

The Village seeks to eliminate deaths and serious injuries through data-driven decision-making, equitable safety implementation, and collaborative community partnerships.

This plan is grounded in the Safe System Approach, which aims to eliminate deadly and serious injury crashes by anticipating human mistakes and minimizing human body impacts during crashes.

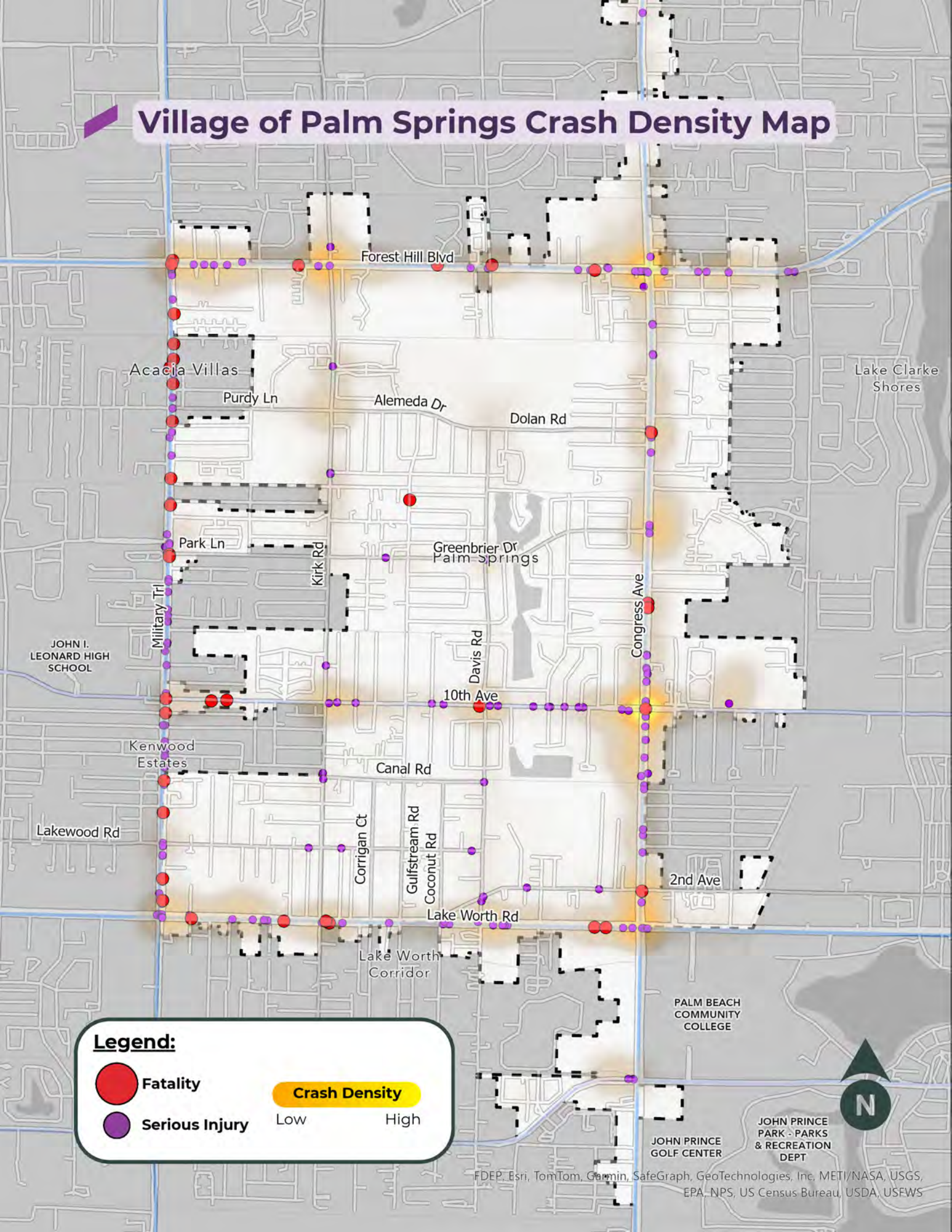
VILLAGE OF PALM SPRINGS *(2014-2024)*

37 People were killed on our roadways, including:

- **8** Motorist deaths
- **17** Pedestrian deaths
- **7** Motorcyclist deaths
- **4** Bicyclist deaths

*1 fatal crash report does not specify type of vehicle

Village of Palm Springs Crash Density Map



FDEP, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

Key Highlights and Recommendations

Vision Zero Framework

The Village of Palm Springs has developed a comprehensive Vision Zero Action Plan organized around the Safe System Approach, recognizing that infrastructure alone cannot solve traffic safety challenges. This strategic plan goes beyond traditional traffic management by integrating a holistic approach to road safety. By addressing multiple interconnected elements, the plan aims to create a transformative framework for preventing traffic fatalities and serious injuries.

Action Implementation Strategy

Each action within the plan is meticulously crafted with performance measures, targeted implementation timelines, designated responsible parties from Village departments, and associated cost analyses. Some actions can be rapidly executed, while others require long-term strategic planning, coordination, and significant resource allocation. The Village will track progress, allowing for evaluation and refinement of strategies over time. A component of this approach includes a commitment to updating the action plan every five years, ensuring the strategy remains responsive to emerging safety challenges and technological advancements.

Priority Safety Projects

The Village has prioritized safety projects across local, county, and state roadways. These projects encompass comprehensive engineering countermeasures, including roadway lighting improvements, network-wide interventions, and targeted strategies addressing specific crash factors like speeding. Each project is designed to be implemented through collaborative efforts between the Village, county, and state partners, emphasizing a unified approach to road safety. The projects range from immediate infrastructure modifications to longer-term systemic changes that will fundamentally improve transportation safety.

Anticipated Outcomes and Community Impact

Implementing this Vision Zero Action Plan represents far more than a technical exercise. The plan's ultimate aspiration is to progressively reduce traffic fatalities, transforming Palm Springs' transportation system into a model of safety and resilience. Through collaborative, data-driven, and compassionate approaches, the community moves closer to its goal of achieving zero traffic deaths.



Simultaneously with the Vision Zero Action Plan, the Village of Palm Springs launched their Mobility Plan and Fee Plan to initiate long-term projects and establish a funding mechanism aimed at enhancing mobility and safety for everyone. A key recommendation of the Mobility Plan is to create a Vision Zero Action Plan (VZAP).

Acknowledgements

Village Council

- Beverly Smith, Mayor
- Kim Schmitz, Vice Mayor
- Joni Brinkman, Council Member
- Gary Ready, Council Member Mayor Pro Tem
- Patti Waller, Council Member

Village Administration

- Michael Bornstein, Village Manager
- Felipe Lofaso, Public Works Director
- Tim Crespo, Assistant Public Works Director
- Kim Glas-Castro, Assistant Village Manager
- Iramis Cabrera, Planning, Zoning & Building Director
- Chief Tom Ceccarelli- Village Police

Government Agencies

- **Florida Department of Transportation (FDOT)**
  - Yujing "Tracey" Xie, P.E., District Four Traffic Safety Program Engineer District Safety Office
  - Hanzhi Song, P.E., District Four Technical Support
- **Palm Beach County (PBC)**
  - Fadi Emil Nassar, Ph.D., P.E., PTOE
- **Palm Beach Transportation Planning Agency (TPA)**
  - Brian Rusher, AICP, Deputy Director of Multimodal
  - Sol Tangvik, Multimodal Planner II
- **Treasure Coast Regional Planning Council**
  - Dr. Kim Delaney, Director of Strategic Development & Policy

Education

School District of Palm Beach County - Joyell Shaw, Senior Planner

Transit Agency

- **PalmTran** -Ivan Maldonado - Executive Director
- **Transportation Disadvantaged Local Coordinating Board** -Yili Affonso, Operations Manager

Community Organizations

- Hispanic Chamber of Palm Beach
- Hispanic Human Resources Council
- St. Luke Catholic Church (Faith-based Outreach)

Key Implementation Partners

- Palm Beach County Transportation
- Planning Agency (TPA)
- Florida Department of Transportation
- (FDOT)
- City of Greenacres
- Palm Beach County Engineering
- Palm Beach County Sheriff's Office
- Palm Tran
- School District of Palm Beach County



Image 1: Village of Palm Springs "Tree Lighting" Event

Contents

Sections:

Section 1	Introduction
Section 2	Public Engagement
Section 3	Crash Analysis
Section 4	Collision Profile
Section 5	Action Plan
Section 6	Next Steps
Section 7	Appendices

SECTION 1
INTRODUCTION

What is Vision Zero?

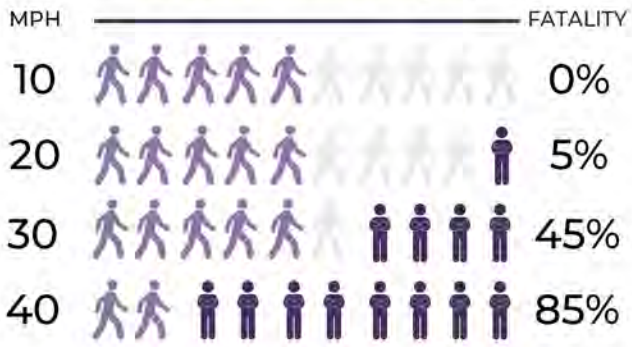
Vision Zero is a comprehensive strategy to eliminate all traffic fatalities and severe injuries while transforming transportation systems to be safer, healthier, and more equitable for everyone. The strategy places particular emphasis on protecting vulnerable road users ("VRUs"), including pedestrians, cyclists, and motorcyclists, who face disproportionate risks on roadways.

The Vision Zero movement originated in Sweden in the 1990s, demonstrating a revolutionary approach to traffic safety that prioritizes human life over transportation efficiency. Originating from the ethical principle that no loss of life is acceptable in transportation, the strategy has gained global traction. Cities worldwide have adopted Vision Zero principles, recognizing that traffic deaths are preventable through systematic design and comprehensive policy approaches.

In 2021, the Village of Palm Springs, Florida, integrated Vision Zero principles into its community planning through two key actions: adopting a Transportation and Mobility Master Plan and passing Resolution 2021-36, which established a formal Vision Zero policy aimed at eliminating traffic fatalities on village streets.

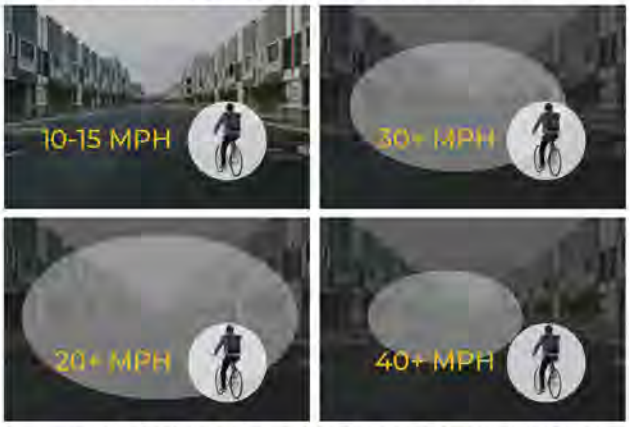
At its core, Vision Zero implements a Safe Systems approach, also known as Safety by Design. This represents a fundamental shift from traditional road safety paradigms. While conventional approaches relied heavily on training people to behave safely, assuming perfect human compliance, the Safe Systems approach acknowledges human fallibility as an inherent factor and designs transportation infrastructure to minimize the consequences of inevitable human error. Rather than relying solely on individual behavior for safety, this approach establishes multiple layers of protection through carefully designed roads, vehicles, speed limits, and policies. By adopting a system-wide perspective, it ensures that when accidents happen – which they will – the existing infrastructure and regulations collaborate to reduce the severity of impacts and avert serious injuries or fatalities. This forward-thinking, comprehensive strategy fosters a more forgiving transportation system that safeguards all users, no matter their mode of travel.

Exhibit A: Crash Fatalities at Higher Speeds



Higher speeds reduce not only the sight distance but also the reaction time a driver needs to avoid collision.

Exhibit B: Field of View at Different Speeds



Impact of Vehicle Speed on Safety & Driver Visibility

Why is Vision Zero Needed?

The Village of Palm Springs faces unique challenges that make Vision Zero particularly important for the community:

Growing Population and Changing Demographics

The population grew significantly from 18,928 in 2010 to 26,890 in 2020. With 61.3% of the Hispanic population and 24.3% limited English proficiency households, the Village needs culturally responsive safety strategies.

Infrastructure Gaps

The Village has 29 miles of missing sidewalks, particularly in residential areas, and significant gaps in the bicycle network. These gaps create particular challenges for the 7.8% of households without vehicle access.

Vulnerable Road Users

The year-round warm climate means many residents walk, bike, and use transit. However, these users face disproportionate risks:

- Pedestrians have a 22.9% fatality rate in serious crashes
- Cyclists have a 10.3% fatality rate in serious crashes
- Motorcyclists have a 18.7% fatality rate in serious crashes
- Over 70% of pedestrian crashes occur within 200 feet of bus stops

High-Risk State and County Roads

- While only making up 23% of the roadway network, state and county roads account for:
- 90% of all KSI (Killed or Seriously Injured) crashes
- 97% of all fatal crashes
- Higher posted speeds (40-45 mph) than recommended target speeds



Exhibit C: Percentage of Crashes that Result in Serious Injury or Death

PAST 10 YEARS...

37 Killed

254 Seriously Injured

35MPH + ROADWAY

97% *FATAL CRASHES*

95% *SERIOUS INJURY*

**THESE ARE ON OUR COUNTY AND STATE ROADS*

1 of 4

total crashes are at intersections or at night

65%

24/37 FATAL CRASHES OCCUR AT NIGHT



88% *pedestrian crashes are fatal*

9 Killed | **139** Seriously Injured

17 Killed | **50** Seriously Injured

7 Killed | **43** Seriously Injured

4 Killed | **22** Seriously Injured

Safe System Approach

Foundational Principles for Vision Zero in the Village of Palm Springs

The Safe System Approach is a people-focused strategy to eliminate traffic deaths and serious injuries. It accepts that people will make mistakes, and our streets must be designed to prevent those mistakes from leading to tragedy. Adopted by the U.S. Department of Transportation, this approach emphasizes safer road design, lower speeds, and layered protections that account for human vulnerability. It shifts more responsibility to those who plan, design, and manage the transportation system to keep everyone safe. This approach is built on core principles: traffic deaths and serious injuries are not acceptable; people make mistakes; the human body is vulnerable; safety is a shared responsibility; proactive planning prevents harm; and overlapping safety measures save lives. These principles guide the Village of Palm Springs' Vision Zero Action Plan, driving efforts to create safer streets for all who walk, bike, drive, or ride in our community.

5 SAFE SYSTEMS ELEMENTS

- Safer Road Users
- Safer Vehicles
- Safer Speeds
- Safer Roads
- Post-Crash Care



Source: FHWA.

Exhibit D: Safe Systems Approach



Exhibit E: Safe System Approach Implementation

Village Plan and Policy Review

1997 - Future

This timeline highlights key decisions, plans, and safety improvements that support the Village's goal of eliminating traffic deaths and serious injuries.



1997

Traffic Calming (Speed Hump) Policy Adopted

- First formal speed management policy
- Criteria-based process for residential streets
- Basis for future neighborhood safety programs

2017

Palm Beach TPA Complete Streets Design Guidelines

- Countywide guidance for multimodal, inclusive street design
- Directly supports safe roadway design for all users

2018

FDOT Florida Greenbook

- Encourages context sensitive multimodal design
- Serves as technical baseline for future roadway projects



2019

Community Redevelopment Agency (CRA) Plan Updated

- Established TIF districts for upgrades
- Improved lighting and sidewalks on key corridors
- Designed standards for walkable commercial areas
- Invested in targeted redevelopment zones

FDOT Safe Routes to School Strategic Plan

- Program guidance and funding support for safe school zones
- Six focus areas include stakeholder partnerships and infrastructure grants

2020

Southeast Florida Regional Transportation Plan (RTP) 2045

- Long-range vision with Complete Streets emphasis
- Allocate funding reserved for pedestrian and bicycle infrastructure

Florida Context Classification Guide

- Context-sensitive approach to street design
- Supports multimodal and safety-based classification

2021

Palm Beach TPA Vision Zero Action Plan

- Identified high-injury network
- Provides data and partnership foundation for the Village's future VZAP
- Includes Forest Hill Blvd within Palm Springs

Village of Palm Springs CRA Plan Update

- Vision Zero-aligned projects for streetscape, signals, and pedestrian network
- CRA district focus includes walkability, gateway treatments, and redevelopment

Village of Palm Springs ADA Transition Plan

- Prioritized fixes based on proximity to public facilities
- Identified 200+ barriers in public rights-of-way





2023

Palm Beach TIP FY2024–2028

- 427 regional projects with $4.2B investment
- Guides implementation priorities for VZAP alignment
- Includes coordination with Palm Tran and FDOT

2024

Village of Palm Springs Comprehensive Plan Objective TM 1.1:

- Commits to multimodal safety, Complete Streets, and data-driven policies
- Calls for development of the Village's Vision Zero Action Plan (VZAP)

Palm Beach 2050 Long Range Transportation Plan (LRTP)

- Includes 3 Complete Streets projects within Palm Springs
- Supports multimodal infrastructure with Vision Zero intent

Comprehensive Safety Action Plan

- Identified 10 high-risk corridors &15 intersections using 5-year crash data
- Proposed fixes like signal timing updates and road diets
- Set 5-year targets to reduce severe crashes Met FDOT criteria to qualify for safety funding
- Met FDOT criteria to qualify for safety funding

2025



2045 Mobility Plan

- 20 year vision for a transportation system to transition from one focused primarily on moving vehicles to moving people.
- Adopts Complete Streets policy for future projects
- Proposes protected bike lanes and multi-use paths
- Connects with regional transit systems

Vision Zero Action Plan Adoption

- Goal to eliminate traffic deaths and serious injuries
- Uses Safe System approach across engineering, enforcement, and education
- Targets high-crash areas for initial investment
- Includes annual progress reporting

Success in the Village

GO Palm Springs MOBILITY Plan and Fee

The Village of Palm Springs 2045 Mobility Plan presents a 20-year vision prioritizing the movement of people through multimodal transportation projects.

11 Miles
Separated/Protected Bike Lanes

14 Miles
Sidewalks and Curb Ramps

49 Miles
Traffic Calmed Streets

Transit Shuttle

Wayfinding

Villagewide Lighting

9 Miles
Complete Streets Projects

Shade Trees

New Crosswalks



VoPS 2045 Mobility Plan and Fee

The Village of Palm Springs Mobility Plan represents a comprehensive strategic approach to transportation infrastructure that goes beyond traditional road design. A mobility plan is a forward-thinking document that integrates multiple transportation modes to create a more connected and accessible community. For Palm Springs, this plan focuses on developing a cohesive transportation network with a particular emphasis on an innovative all off-street bicycle network that provides safe, continuous alternative transportation routes separated from vehicular traffic. The Bicycle Master Plan is designed to create a comprehensive, interconnected system of bicycle infrastructure that allows residents and visitors to traverse the Village using dedicated, protected bicycle pathways, effectively creating an alternative transportation network that prioritizes cyclist safety and mobility.

The accompanying mobility fee is an innovative funding mechanism designed to sustainably finance these multimodal transportation improvements. Implemented as a development-based assessment, the mobility fee will be charged to new development projects, with funds specifically earmarked for bicycle infrastructure investments. This approach ensures that growth pays for its transportation impact, creating a dedicated revenue stream for critical projects outlined in the Bicycle Master Plan. The fee structure will be calculated based on project type, size, and anticipated transportation demand, with rates structured to fairly distribute the cost of infrastructure improvements across new development while providing a predictable funding source for the Village's long-term mobility goals.

The Village of Palm Springs will adopt the Vision Zero Action Plan and Mobility Fee concurrently to ensure sustainable funding for long-term safety improvements.



SECTION 2
PUBLIC ENGAGEMENT



This section emphasizes the importance of feedback and outreach events. Vision Zero thrives when we engage the entire community. Transportation affects us all, and everyone has a role to play, including drivers, non-drivers, pedestrians, cyclists, motorcyclists, bus riders, bus drivers, and many others.

5
Community Events

400+
Residents and Visitors

111
Surveys Collected



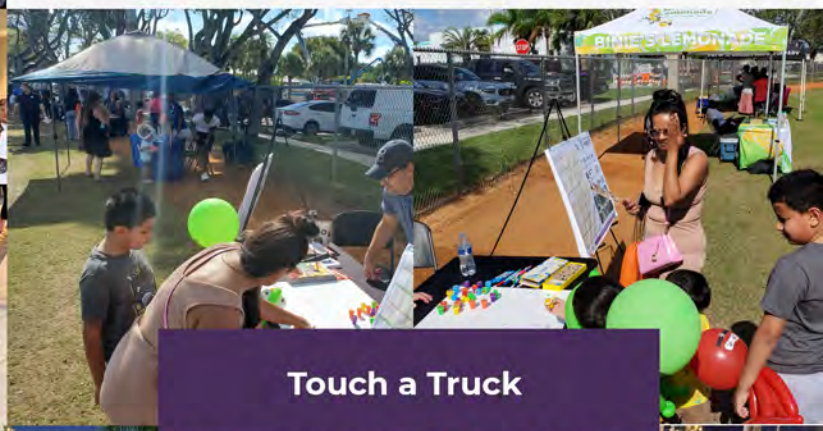
Hispanic Heritage Festival





Senior Citizen Health Expo





Touch a Truck



Spooky Springs Halloween



Village Tree Lighting

Open House & Pop-Up Events

The Village of Palm Springs' public engagement strategy is focused on reaching all age groups and families through inclusive, community-based outreach. By participating in well-attended local events, the Village aims to educate residents on traffic safety and gather input for the Vision Zero Action Plan. Engagement efforts include the following:

- **Hispanic Heritage Festival - 9/21/2024**
- **Spooky Springs Halloween Trunk or Treat - 10/19/2024**
- **Senior Citizen Health Expo -10/30/2024**
- **Village Tree Lighting - 12/7/2024**
- **Touch a Truck - 2/8/2025**

Event Materials

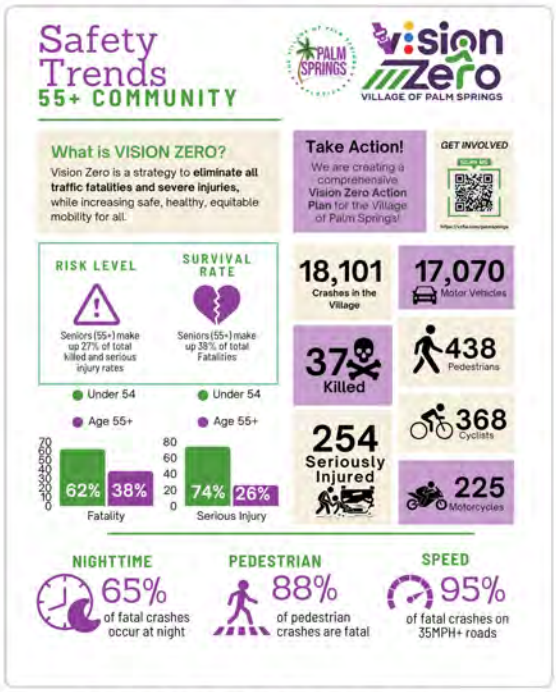


Exhibit F: 55+ Safe Trends Handout



VISIONZERO FLORIDA

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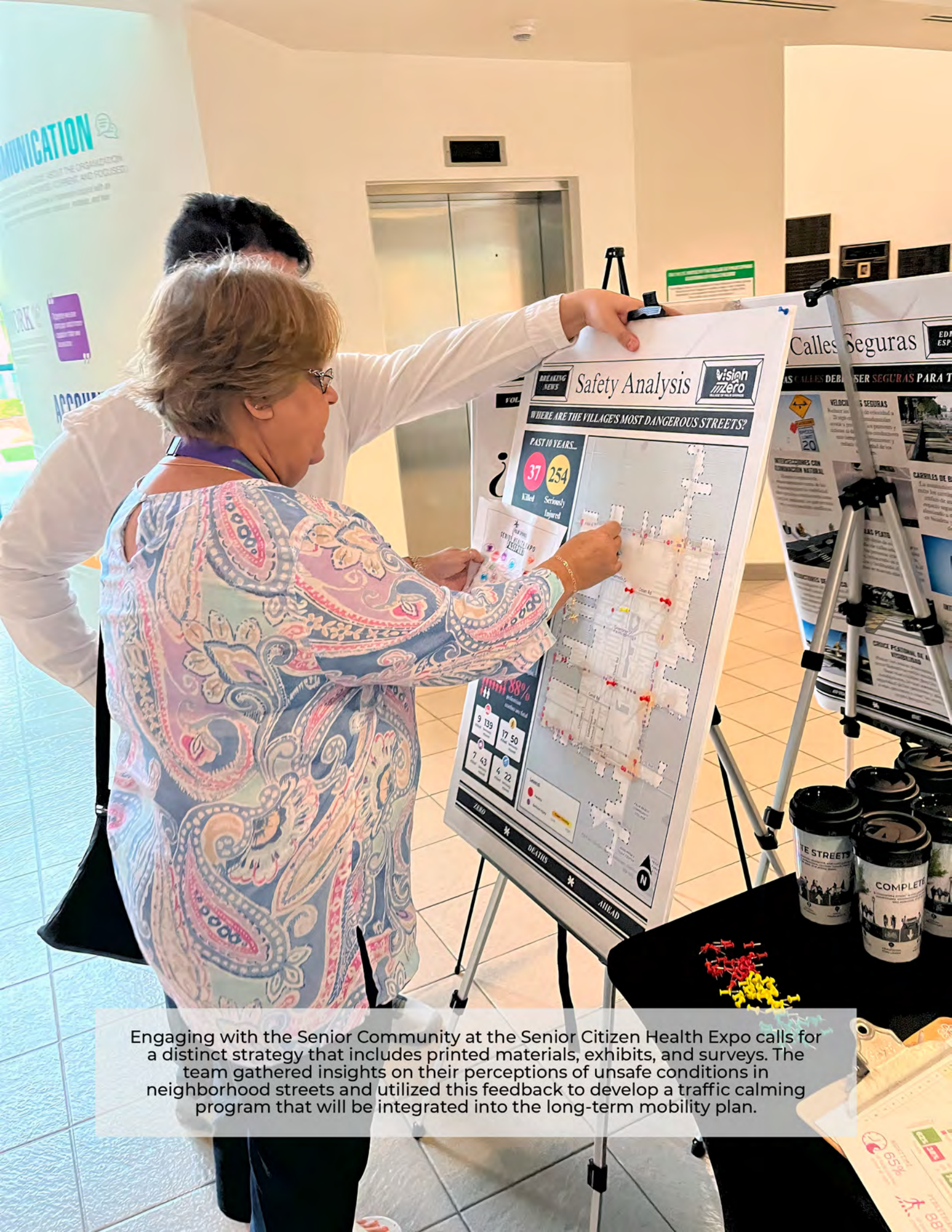
In addition to in-person outreach, the Village of Palm Springs launched a robust digital engagement strategy to reach a broader audience. A dedicated website, vzfla.com/palmsprings, was developed to share updates, host a public dashboard, and provide educational materials such as infographics and Frequently Asked Questions (FAQs).

Exhibit H: Vision Zero Pledge



Exhibit I: Crash Type Dashboard





Engaging with the Senior Community at the Senior Citizen Health Expo calls for a distinct strategy that includes printed materials, exhibits, and surveys. The team gathered insights on their perceptions of unsafe conditions in neighborhood streets and utilized this feedback to develop a traffic calming program that will be integrated into the long-term mobility plan.

Survey Results

The survey was administered via the Survey123 platform and was available online in both English and Spanish. It featured questions concerning traffic safety, individual experiences with accidents, and demographic details. All questions were optional, with several allowing respondents to choose multiple answers. **A total of 129 responses were completed, 112 from Survey 123 and 15 for the 55+ Health Expo in written response.**

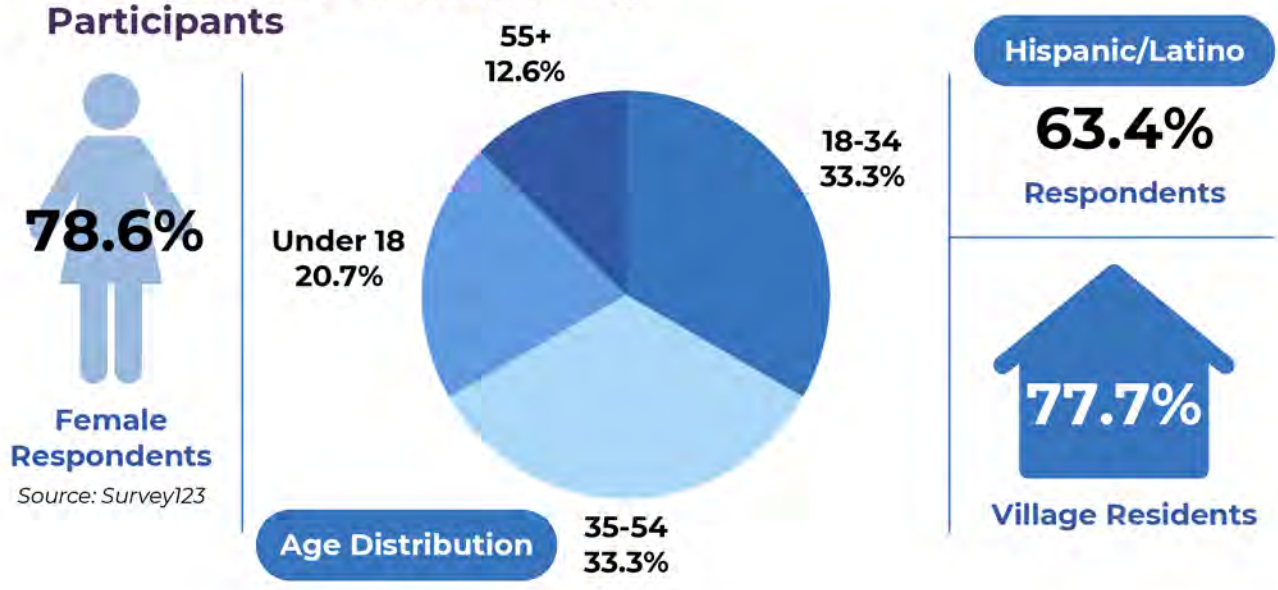


Image A: 55+ Health Expo Engagement

The survey results are predominantly female **(78.6%)** residents **(77.7%)** equally distributed between **ages 18-34 and 35-54**, with most identifying as **Hispanic/Latino (63.4%)**. **Driving** was the primary mode of transportation **(82.1%)**, followed by **walking (33%)**, with most travel occurring during **morning hours (70.5%)**. Regarding safety factors, **distraction (61.6%), speeding (56.3%), and drugs/alcohol (36.6%)** were identified as high contributors to traffic crashes. While most respondents feel safe using various transportation modes, **pedestrian facilities (48.2%), traffic calming measures (43.8%), and bike facilities (33.9%)** were identified as the top areas needing improvement.

Though 67% believe there are sufficient transportation options, respondents' comments reveal concerns about speeding vehicles, insufficient sidewalks, and pedestrian safety, particularly near schools and in residential areas.

Demographic Profile of Survey Participants



SECTION 3
CRASH ANALYSIS



The sidewalk along Military Trail on the FDOT roadway is closed, and there are no detour for pedestrians available.

Understanding Crash Patterns

In moving toward Vision Zero, the Village will implement a data-driven approach to uncover details of deadly and serious injury crashes. From 2014 to 2024, the Village experienced 18,101 total crashes, with 262 classified as Killed or Seriously Injured (KSI) crashes. Of these:

- **60 KSI crashes involved pedestrians**
- **27 KSI crashes involved cyclists**
- **49 KSI crashes involved motorcyclists**

Serious Injury

A serious injury in the Village of Palm Springs is defined as an incapacitating injury that includes broken bones, severe limbs, life-altering trauma, and injuries requiring hospitalization. These injuries typically result in significant medical intervention and long-term community impact.

What are the major contributing factors to crashes? Contributing causes include environmental, human, and roadway factors.

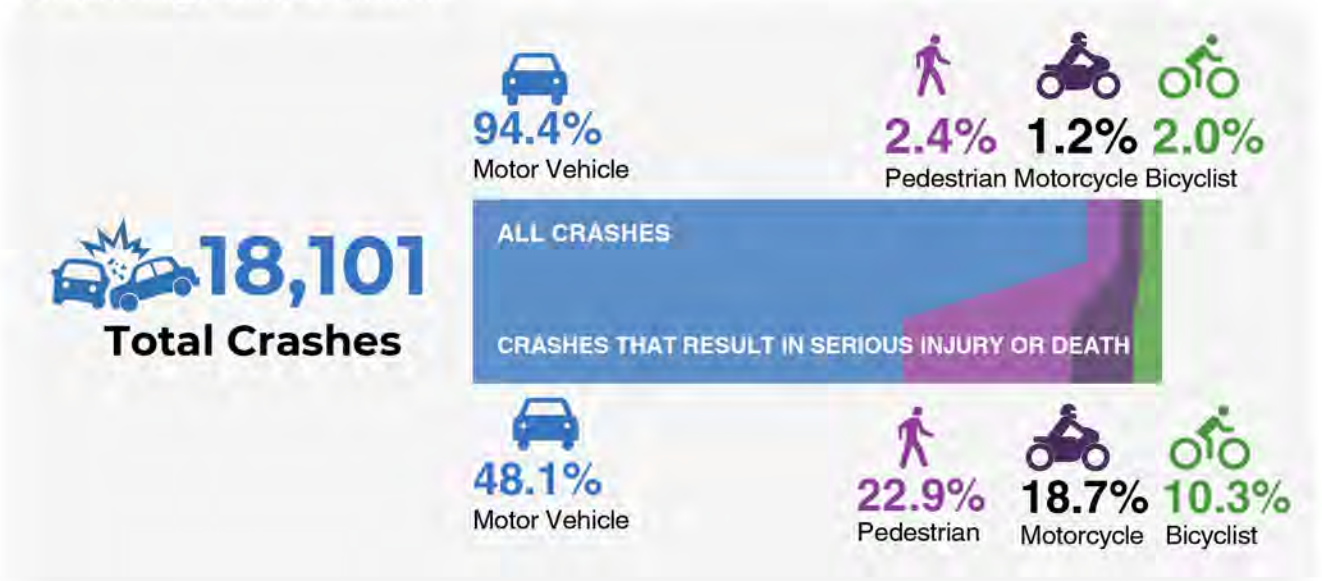
Who are vulnerable users? Vulnerable users are those outside a vehicle, including pedestrians, cyclists, and motorcyclists. In Palm Springs, these users face disproportionate risks:

- **Pedestrians have a 22.9% fatality rate in serious crashes**
- **Cyclists have a 18.7% fatality rate in serious crashes**
- **Over 70% of pedestrian crashes occur within 200 feet of bus stop**

What is a crash type? A crash type describes how motorists or vulnerable users collide. In Palm Springs, common crash types include:

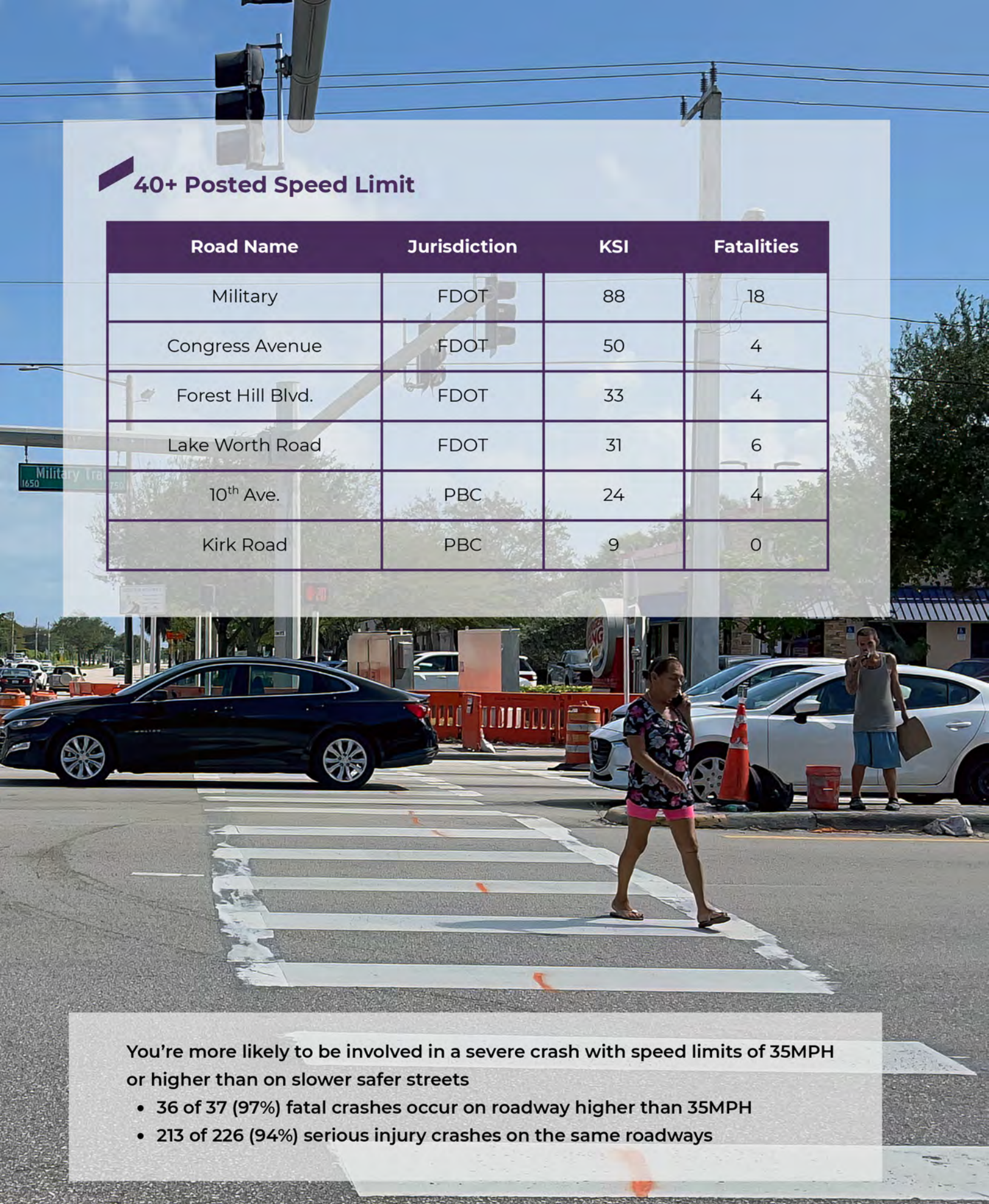
- Left-turn collisions
- Right-angle crashes
- Single-vehicle collisions

Exhibit J: Village Wide Crash Statistics



40+ Posted Speed Limit

Road Name	Jurisdiction	KSI	Fatalities
Military	FDOT	88	18
Congress Avenue	FDOT	50	4
Forest Hill Blvd.	FDOT	33	4
Lake Worth Road	FDOT	31	6
10th Ave.	PBC	24	4
Kirk Road	PBC	9	0



You're more likely to be involved in a severe crash with speed limits of 35MPH or higher than on slower safer streets

- **36 of 37 (97%) fatal crashes occur on roadway higher than 35MPH**
- **213 of 226 (94%) serious injury crashes on the same roadways**

Crash Comparison

Over 10 years, the Village of Palm Springs experienced 18,101 total crashes, resulting in 2,949 injuries and 37 fatalities. Comparatively, this is higher in total crashes than both Riviera Beach (4,999 crashes) and Greenacres (15,216 crashes), but with fewer fatalities than Greenacres (44 deaths). The data reveals that while Palm Springs has a significant number of traffic incidents, its fatality rate is relatively lower proportional to the total number of crashes, indicating potential existing safety measures or infrastructure that mitigate the most severe outcomes.

Table A: Crash Comparison

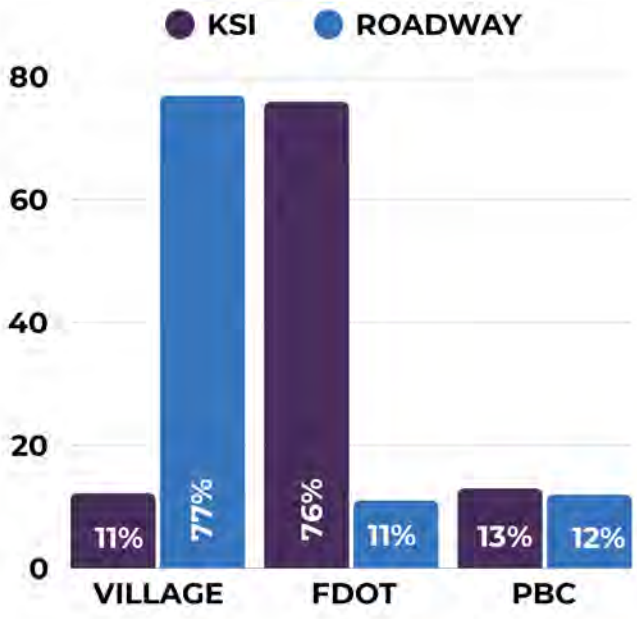
	# of Crashes	# of Injuries	# of Fatalities
Riviera Beach	4,999	1,243	34
Village of Palm Springs	18,101	2,949	37
City of Greenacres	15,216	3,658	44

This comparison highlights that Palm Springs has nearly four times the crashes of Riviera Beach, yet similar fatalities. It suggests existing safety measures may reduce crash severity but also signals a need to benchmark against lower-crash communities to identify ways to reduce overall incidents.

Crash Rate by Facility Type

A concerning pattern regarding Killed or Seriously Injured (KSI) incidents in the Village of Palm Springs. Notably, 76% of all KSI incidents happen on Florida Department of Transportation (FDOT) roadways, which only make up 11% of the total roadway network in the Village. In addition, roadways in Palm Beach County contribute to 13% of KSI incidents within the county. This indicates that a significant 88% of KSI incidents occur on roads that are not maintained by the Village, despite these non-Village roads representing only 23% of all roadways in the Village. In contrast, the Village-maintained roads, which constitute 77% of the Village's roadway ownership, are responsible for just 11% of KSI incidents.

Exhibit K: Crash Rate Table



High Injury Network (HIN)

The High Injury Network (HIN) represents the small percentage of roadways where the majority of severe and fatal crashes occur. In Palm Springs, this network accounts for just 10% of total street mileage but is responsible for nearly 70% of all crashes resulting in death or serious injury. By mapping crash data, the Village of Palm Springs has identified several critical corridors with recurring safety issues, including Congress Avenue, Kirk Road, and sections near elementary and middle schools where 33% of surveyed residents reported feeling unsafe walking or biking. These high-risk areas often lack adequate pedestrian infrastructure, with 48.2% of survey respondents identifying pedestrian facilities as their top priority for improvement. The HIN approach allows for the focus of limited resources where they will have the greatest impact, addressing the most dangerous locations first while working toward comprehensive safety improvements throughout the entire village.

Top 5 Intersections

25.6% Crash Occur at Intersections

1. Forest Hill & Military Trail
2. 10th & Military Trail
3. 10th & Congress
4. Lake Worth & Congress
5. Lake Worth & Military Trail

See High-Injury Network (HIN) map on page 33 for details.

Reported Killed and Serious Injury (KSI) Crash Trends



86.3% of all KSI crashes in Village happened on multi-lane arterials. These streets are only 27.8% of the Village's network.



65% of KSI crashes with people walking happened when a person could not cross the street safely.



In 42.8% of KSI crashes with people riding bicycles, the person riding a bicycle could not cross the street safely.



30.6% of KSI crashes with people riding motorcycles involved a vehicle making a left turn before the crash.

(Data year parameters: 2014-2023 Source: Signal4Analytics)

Common Fatal and Serious Injury Crash Types

The most prevalent crash types causing serious injuries include:



People riding motorcycles, walking and bicycling are more likely to be severely injured or killed than those in a car.

Image X: Bicyclist Crossing at Military Trail and Forest Hill Blvd.



Key Safety Interventions

The approach to reduce KSI crashes on the HIN focuses on managing vehicle speeds in high-pedestrian areas, designing safer street crossings, and implementing protected bike lanes.

Reducing vehicle speeds in areas with high pedestrian and cyclist activity



85% of KSI crashes that happen on roads with speed limits greater than 35 mph.

Designing safer street crossings and pedestrian walkways



32% of KSI crashes with people walking happened when a person was crossing the street in a crosswalk or walking on the sidewalk or shoulder.

Installing protected bike lanes and bike-friendly infrastructure



In 50% of FSI crashes with people riding bicycles, the person riding a bicycle was doing nothing improperly to contribute to the crash.


Village of Palm Springs High Injuries Network
1
2
3
4
5
Forest Hill Blvd
Purdy Ln
Alemeda Dr
Dolan Rd
Park Ln
Greenbrier Dr
Military Trl
Kirk Rd
Gulfstream Rd
Davis Rd
Congress Ave
S Florida Mango Rd
10th Ave
Lakewood Rd
2nd Ave
Lake Worth Rd
Melaleuca Ln
KSI Crash Locations
Fatality
Serious Injury
HIN Jurisdiction
Local
County
FDOT
N
Esri Community Maps Contributors, FDEP, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

SECTION 4
Collision Profile



The Mobility Plan for the Village of Palm Springs suggests that all FDOT roadways should have lane repurposing that is both separated and protected.

Collision Profiles

A collision profile comprehensively analyzes crash data to identify patterns in when, where, and how traffic incidents occur, examining factors such as crash types, contributing circumstances, road conditions, time of day, and demographics of those involved. This detailed profile becomes the foundation for selecting appropriate Federal Highway Administration (FHWA) countermeasures by enabling planners to match specific safety interventions to the most prevalent crash types and their causes.

FHWA Countermeasures

FHWA offers 28 established safety countermeasures. These measures have been implemented across various states and types of roads. This list serves as an initial guide for identifying projects, but it is not exhaustive. In fact, over 100 different countermeasures were evaluated for this action plan. Each countermeasure typically has a Crash Modification Factor (CMF), a research-based metric that indicates the potential percentage reduction in crashes.

Table B: VoPS Collision Profiles

Collision Profiles	% of all KSI crashes	% of all auto KSI crashes	% of motorcycle KSI crashes	% of bicycle KSI crashes	% of pedestrian KSI crashes
Failure to yield right-of-way	24% (62)	11% (28)	8% (21)	3% (7)	2% (6)
Improper presence on roadway	18% (48)	0% (0)	0% (0)	3% (7)	16% (41)
Driving Under the Influence (DUI)	10% (26)	8% (20)	2% (4)	0% (1)	0% (1)
Careless driving	8% (21)	6% (17)	1% (3)	0% (0)	0% (1)
Following too closely	6% (16)	5% (13)	1% (3)	0% (0)	0% (0)
Speeding	5% (12)	2.5% (6)	2.5% (6)	0% (0)	0% (0)
Running red light/stop sign	10% (26)	7% (18)	2% (4)	1% (2)	1% (2)
Nighttime crashes	47% (124)	19% (50)	9% (23)	3% (9)	15% (38)
40+ MPH road	87% (228)	42% (110)	15% (40)	8% (22)	16% (51)
Left-turn crashes at intersections	13% (35)	9% (23)	3% (9)	0% (1)	1% (2)

Please note: Due to some crashes occurred in plazas, the figures in the table does not add up to total KSI crashes for the corresponding profile.

Failure to Yield Right of Way

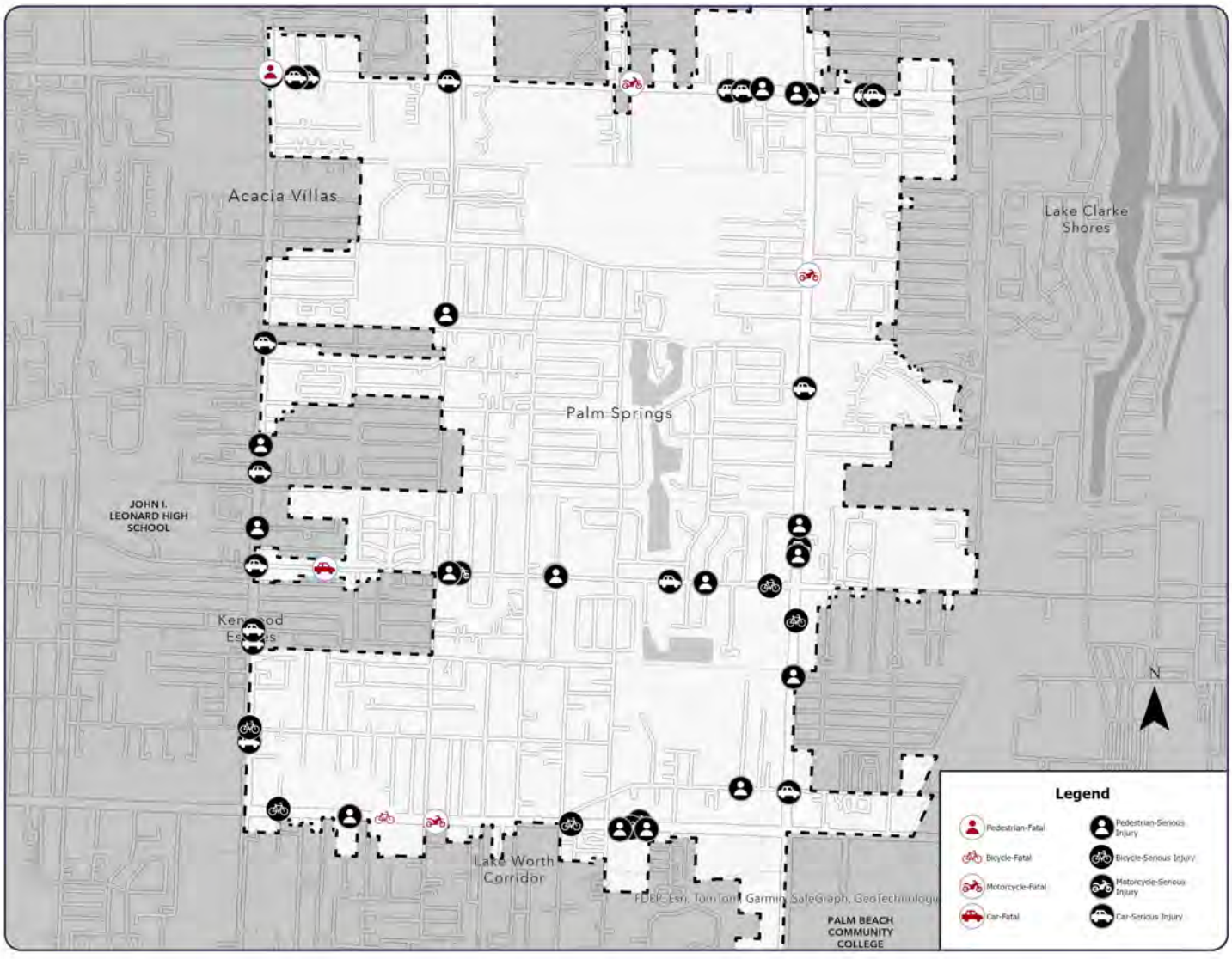
5 of 6 Pedestrian, Bicycle, and Motorcycle fatal crashes

- 24% (62) KSI crashes
- 50% (31) of these crashes involved left turns
- 52% (32) at intersections with 14 being signalized
- Motorcycle crashes: 34% (21) of crashes related to this cause.
- Roadways with most crashes:
  - Military Trl: 13 crashes (1 fatal)
  - Congress Ave: 13 crashes (1 fatal)
  - Forest Hill Blvd: 10 crashes
  - 10th Ave: 8 crashes (1 fatal)

FHWA Countermeasures

- **Protected left turn signals**
- **Appropriate speed limit**
  Speed Study
- **Educational campaign**
- **High visibility enforcement**

Map A: Failure to Yield Crash Locations Map



Improper Presence on Roadway

14 of 14 Pedestrian and Bicycle fatal crashes

- 18% (48) KSI crashes
- Roadways with most crashes:
- Military Trl:16 crashes (7 fatal)
- Congress Ave: 11 crashes
- Lake Worth Rd: 9 crashes (2 fatal)
- Pedestrian crashes: 85% (41), including 13 fatal pedestrian crashes
- Age group 35-64 accounts for 56% (27)

FHWA Countermeasures

- **Pedestrian refuge Islands**
- **Appropriate speed limit**
  Speed Study
- **Educational campaign**
- **Rectangular rapid flashing beacons**

Map B: Improper Presence Crash Locations Map



40+ MPH road

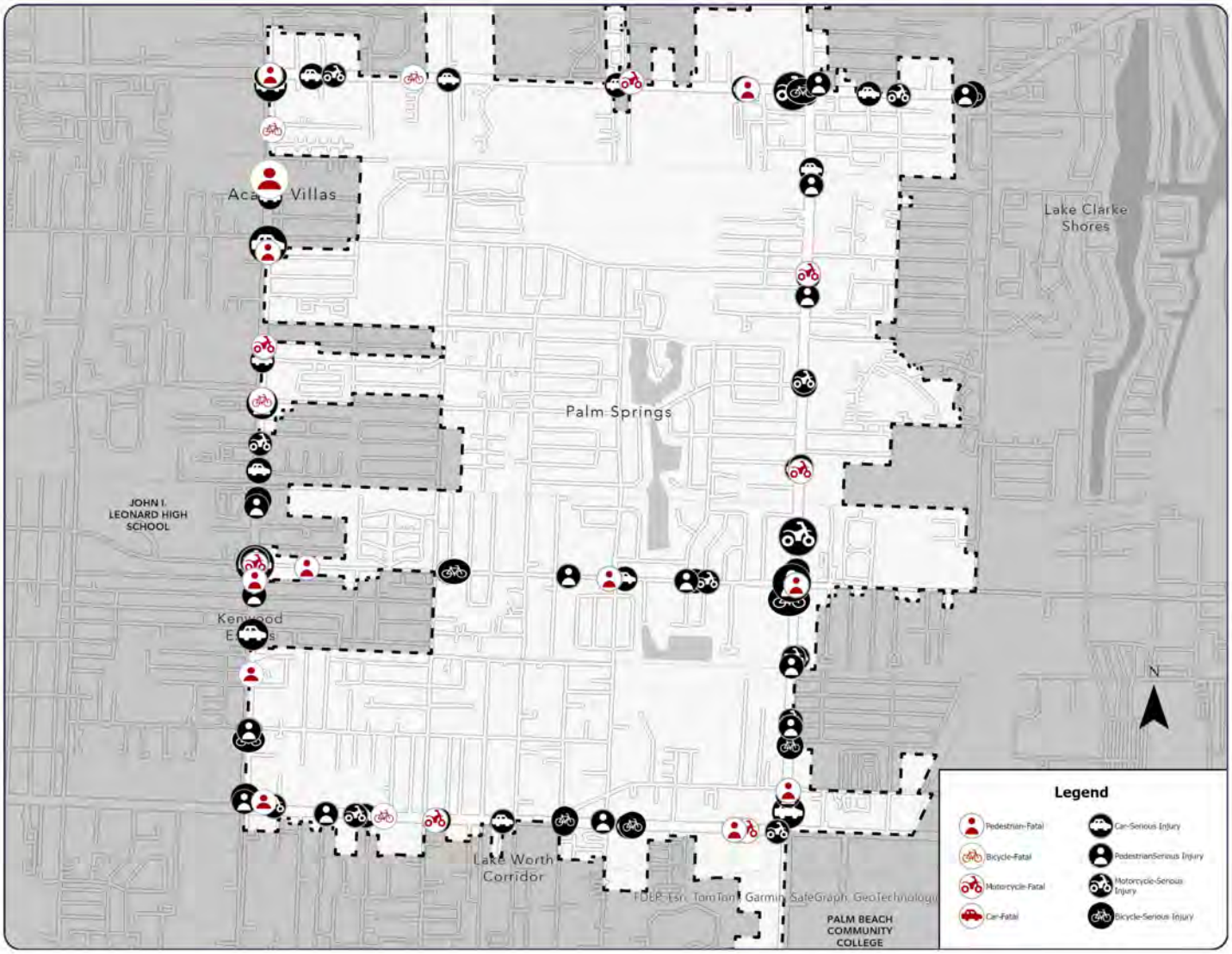
27 of 36 Pedestrian, Bicycle, and Motorcycle fatal crashes

- 87% (228) KSI crashes
- Roadways with most crashes:
- Military Trl: 87 crashes (17 fatal)
- Congress Ave: 40 crashes (4 fatal)
- Lake Worth Rd: 31 crashes (6 fatal)
- Forest Hill Blvd: 31 crashes (2 fatal)
- Failure to yield: 22% (51)
- Improper presence on roadway: 20% (45)
- 19% (49) of crashes involved left turn - 28 crashes at intersection

FHWA Countermeasures

- **Pedestrian refuge Islands**
- **Appropriate speed limit**
  Speed Study
- **Protected left turn signals**
- **Signalized pedestrian crossings**

Map C: 40+ MPH Road Crash Locations Map



Nighttime Crashes

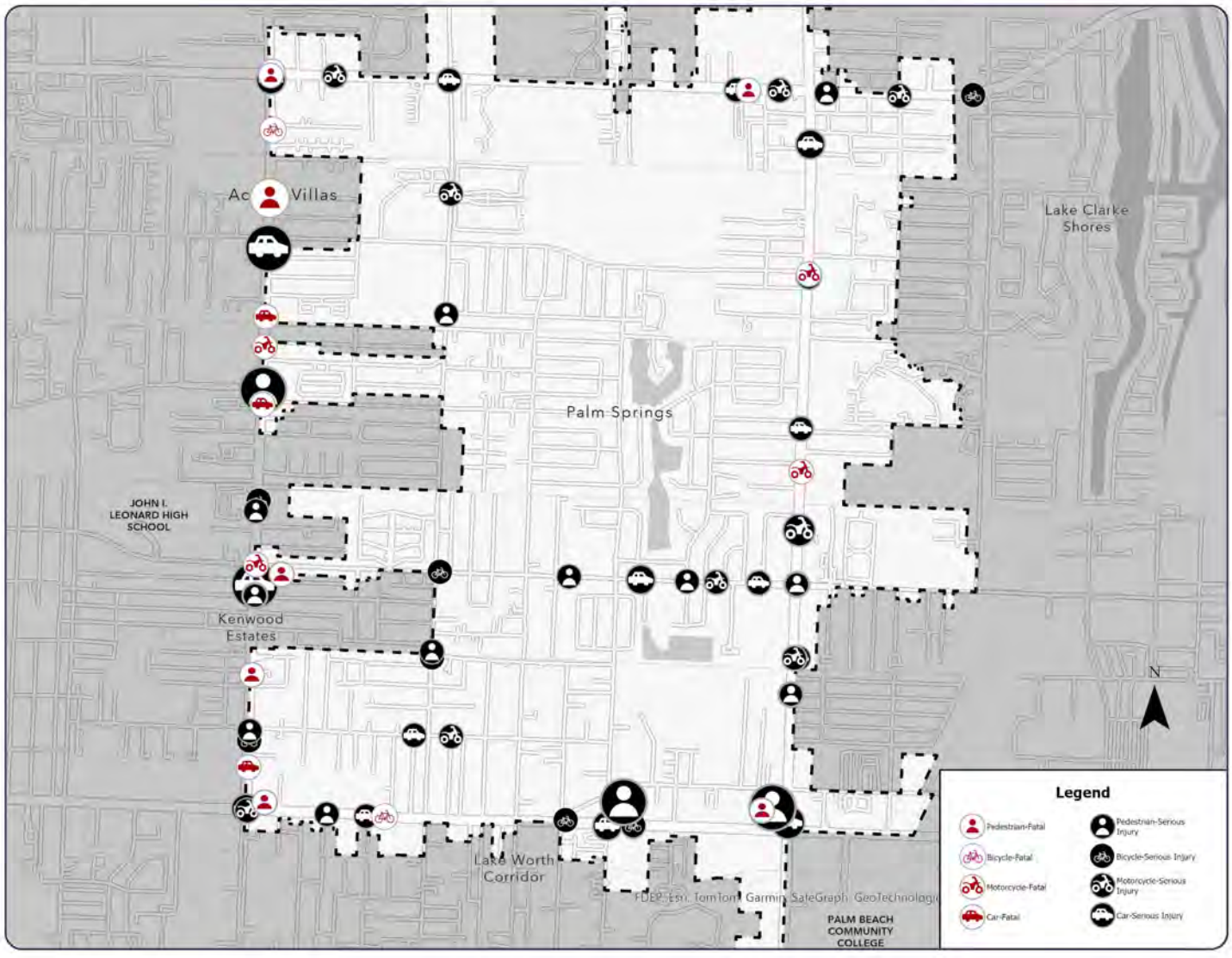
20 of 24 Pedestrian, Bicycle, and Motorcycle fatal crashes

- 47% (124) KSI crashes
- Roadways with most crashes:
- Military Trl: 43 crashes (16 fatal)
- Congress Ave: 25 crashes (3 fatal)
- Lake Worth Rd: 18 crashes (3 fatal)
- Forest Hill Blvd: 14 crashes (1 fatal)
- Majority of the crashes (30 crashes or 24%) is due to improper presence on roadway.

FHWA Countermeasures

- **Pedestrian refuge Islands**
- **Lighting**
- **Vehicle speed feedback sign**
- **Signalized pedestrian crossings**

Map D: Nighttime Crash Locations Map



DUI

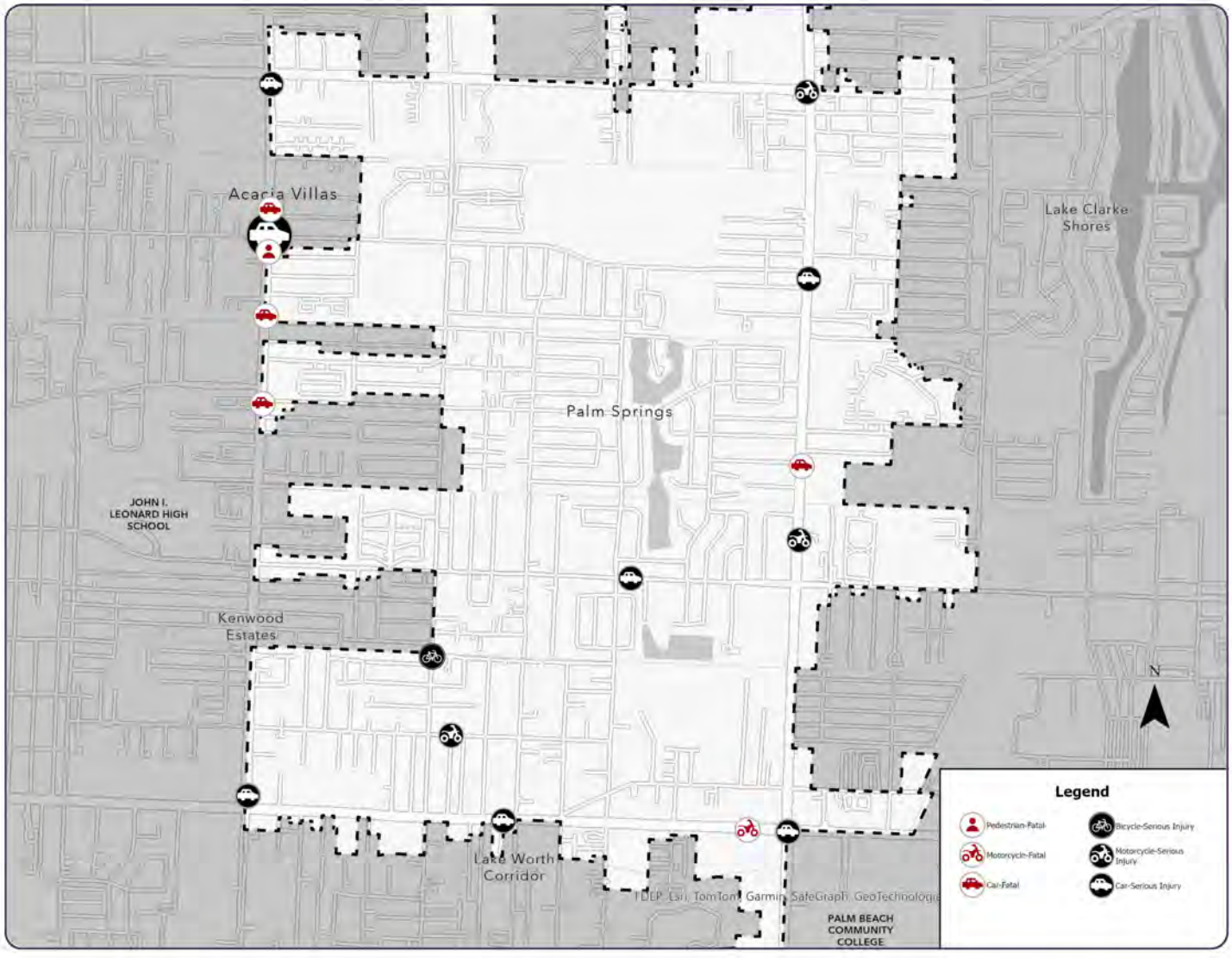
2 of 6 Pedestrian and Motorcycle fatal crashes

- 10% (26) of KSI crashes
- Age group of 35-64 accounts for 42% (11) of DUI crashes
- 69% (18) of DUI crashes occur at nighttime
- Roadways with most crashes involving vulnerable roadway users (VRUs):
- Military Trl - 12 crashes (4 fatal)
- Lake Worth Rd - 6 crashes (1 fatal)
- Congress Ave - 3 crashes (1 fatal)

FHWA Countermeasures

- **Educational campaign**
- **High visibility enforcement**
- **Vehicle speed feedback sign**

Map E: Driving Under the Influence Crash Locations Map



Left Turn Crashes at Intersections

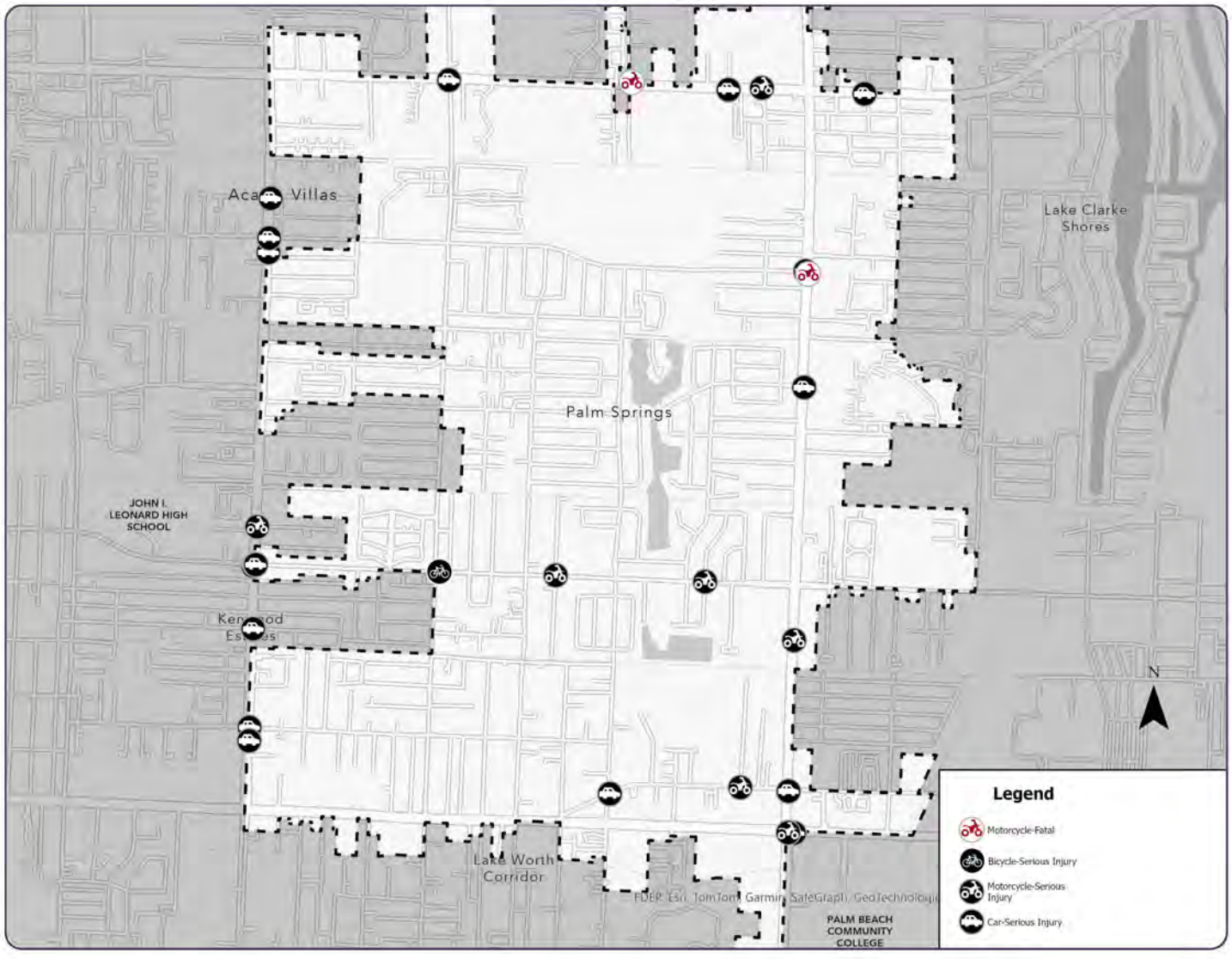
2 of 2 Motorcycle fatal crashes

- 13% (35) of KSI crashes
- Intersections with most crashes:
- Military Trl and Purdy Ln: 4 crashes
- Military Trl and 10th Ave: 4 crashes
- 40% (14) at non-signalized intersections and 60% (21) at signalized intersections
- Failure to yield: 60% (21)
- Running red light: 23% (6)
- 49% (17) occur at nighttime

FHWA Countermeasures

- **Protected left turn signals**
- **Red light cameras**
- **Flashing yellow arrow signals**
- **Bulb-out and curb extension**

Map F: Left Turn Intersection Crash Locations Map



Running Red Light/Stop Sign

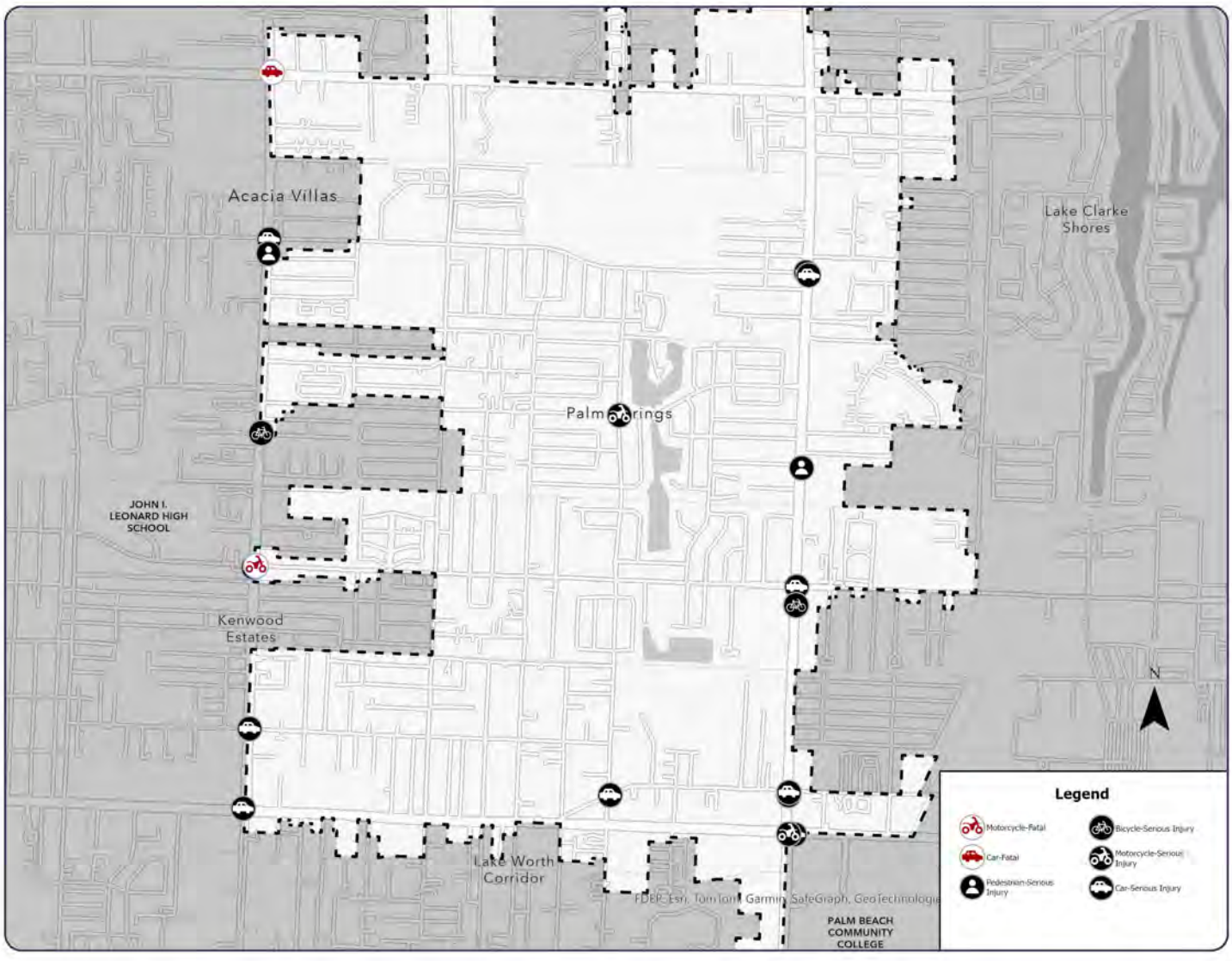
1 of 2 Motorcycle fatal crashes

- 10% (26) of KSI crashes: 19 running red light crashes and 7 running stop sign crashes
- Roadway with most crashes:
- Military Trl: 12 crashes (2 fatal)
- Congress Ave: 7 crashes
- 38% (10) occur at nighttime
- 54% (14) in age group of 18-34

FHWA Countermeasures

- **Traffic signal improvement**
- **Educational campaign**
- **High visibility enforcement**
- **Stop sign visibility enhancement**

Map G: Running Red Light/Stop Sign Crash Locations Map



SECTION 5
ACTION PLAN



VZAP Taskforce site meeting to evaluate the implementation of turning wedge and centerline hardening as an efficient quick-build strategy.

Action Plan Summary



SAFER ROADS

ACTION	DESCRIPTION
Update Roadway Engineering and Design Standards and Land Development Code	Some roadway design elements that lend themselves to a safer system are tighter turns, narrower lanes, and protected multi-modal facilities. For instance, traditional wide lanes encourage speeding and reduce driver attentiveness, narrowing of the travel lanes creates a safer environment causing drivers to naturally slow down; reducing the severity of a crash. Operation factors such as truck traffic and pedestrian activity should be considered when reviewing and updating standards.
Pursue Safe Routes to Schools Funding, especially for Palm Springs Elementary School and C.O. Taylor/Kirklane Elementary School	Palm Springs Elementary School, located along 10th Ave, is within a High Injury Network where students are exposed to higher crash risks while walking or biking. Roads like 10th Ave, Davis Rd, and Kirk Rd are key routes that students often cross. C.O. Taylor/Kirklane Elementary School also serves nearby neighborhoods with similar traffic safety concerns. The Village recommends pursuing a Safe Routes to School (SRTS) grant through FDOT to fund improvements such as safer crossings, sidewalks, and traffic calming measures around both schools.
Implement a Village Mobility Plan	With the Village's growth over the past ten years and new and planned developments, it is recommended the plan be updated with special emphasis on the High Injury Network and contributing causes to crashes.

PERFORMANCE MEASURE	TARGET YEAR	RESPONSIBLE PARTY	RELATIVE COST	INTEGRATES WITH
Updated Land Development	Start Year 1	Public Works (Lead)	$-$$	Land Development Code
SRTS Funding Applied	Start Year 2	Public Works (Lead), Village Manager's Office (Support), Police Department (Support), Palm Beach County Public Schools (Support)	$-$$	-
Implement The Village of Plan Springs 2045 Mobility Plan	Start Year 3	Public Works (Lead)	$-$$	Village of Palm Springs Mobility Fee

Action Plan Summary



SAFER SPEEDS

ACTION	DESCRIPTION
Work with Palm Beach County and FDOT to reduce target speeds on Military Trl, Congress Ave, 10th Ave, Kirk Rd, Lake Worth Rd, Forest Hill Blvd	FDOT and Palm Beach County Roadways account for the majority of KSI crashes in the Village. For motorists, deadly and serious injury left-turn crashes are the most common occurrence on Military Trl followed by rear-end crashes. With the complexity of these two roadways through the Village's multimodal users, it is recommended a target speed of 35 mph be supported on FDOT roadways. The speed limit is currently 40-45 mph on Military Trl, Forest Hill, and Lake Worth Rd. The Village should work alongside FDOT and Palm Beach County to set the lowest target speed allowable and to facilitate improvements to achieve these target speeds. *Ref. Target Speed Map.*
Evaluate the Feasibility of Deploying "Twenty is Plenty" Speed Limit Strategy	Speed is a major factor in the outcome of a traffic crash, especially for our children and elderly population. Building on the Village's lower speed network, a "Twenty is Plenty" strategy should be considered for residential streets. This would include a default posted speed limit of 20 mph on all residential streets. The "Twenty is Plenty" strategy will compliment the surrounding roadway plans and set a precedent for all residential streets. The goal of this strategy is to reinforce a low-speed environment. The Village may also offer yard signs for residents to support this strategy. *Ref. Exhibit - 20 is Plenty*

PERFORMANCE MEASURE	TARGET YEAR	RESPONSIBLE PARTY	RELATIVE COST	INTEGRATES WITH
Coordination with FDOT and Palm Beach County	Start Year 1	Village Manager's Office (Lead), Public Works (Support)	$	Village of Palm Springs Mobility Plan
School and Parks Zones	Start Year 2	Parks & Recreation (Lead), Public Works (Support), Police Department (Support)	$	Village of Palm Springs Mobility Plan

Action Plan Summary



SAFER ROAD USERS

ACTION	DESCRIPTION
Evaluate Implementation of "Crosswalks to Classrooms" Program	Four serious or fatal crashes have taken place on 10th Ave within the school zone of Palm Springs Elementary School, which is part of the High Injury Network. This initiative aims to introduce safety education for children and families at crosswalks near schools, enhancing driver awareness while fostering a sense of community.
Conduct High Visibility Enforcement Operation/ Educational Traffic Stop Program	Speeding is a major contributor to deadly and serious injury crashes. It is recommended that a targeted enforcement operation is conducted on roadways with operating speeds 7+ mph above the posted speed limit.
Coordinate with FDOT in Accordance with the Target Zero Safety Plan	The Village of Palm Springs can work with FDOT to improve roadway safety by participating in District 4's Community Traffic Safety Teams (CTSTs), sharing local crash data and concerns on state roads, and collaborating on Road Safety Audits. The Village can also support FDOT's Target Zero goals by integrating safety improvements into local planning, applying for Safe Routes to School or Vulnerable Road User grants, and coordinating with the Palm Beach TPA on regional Vision Zero initiatives.

PERFORMANCE MEASURE	TARGET YEAR	RESPONSIBLE PARTY	RELATIVE COST	INTEGRATES WITH
Number of crosswalks implemented, number of enforcement campaigns	Start Year 3	Public Works (Lead), Village Manager's Office (Support), Parks & Recreation (Support)	$-$$	
Number of programs conducted	Ongoing	Police Department (Lead), Palm Beach County Sheriff Department (Support), Public Works (Support), Parks & Recreation (Support)	$	
Number of coordination meetings with FDOT	Start Year 1	Public Works (Lead), Village Management (Support)	$-$$$	FDOT Target Zero Initiative

Action Plan Summary



SAFER VEHICLES

ACTION	DESCRIPTION
Consider Emerging Vehicle Safety and Connected Vehicle Technology When Purchasing New Fleet Vehicles	NHTSA has identified rulemaking initiatives for increasing vehicle safety. It is recommended the Village compare the year of planned fleet vehicle purchases against the year of potential rule enactments to line up purchases with advanced safety features. For example, automatic emergency braking will be standard in cars and light trucks starting in 2029. This automatic braking will detect both vehicles and pedestrians in both daylight and nighttime hours.
Publicize The Availability Of The "SaferCar" Phone Application For Recall Notifications	NHTSA developed the "SaferCar" phone application for tracking active recalls. This application will deliver an alert when a recall is published. NHTSA estimates that millions of vehicle recalls each year are not addressed.

PERFORMANCE MEASURE	TARGET YEAR	RESPONSIBLE PARTY	RELATIVE COST	INTEGRATES WITH
Number and/or percent of fleet vehicles with safety systems	Start Year 2	Village Management (Lead), Public Works (Support), Village Manager's Office (Support)	$$$	-
Number of SaferCar phone applications advertisements	Start Year 3	Police Department (Support), Parks & Recreation (Support), Coordination with Other Village Departments (Support)	$	-

Action Plan Summary



POST CRASH CARE

ACTION	DESCRIPTION
Promote CPR / Emergency First Aid Training to Village Staff, Volunteers, and Coaches	Promoting CPR / Emergency First Aid Training to the community can encourage those trained to support another person in any potentially deadly situation. While waiting for emergency services to arrive on scene of a crash, it can serve as a temporary measure until professional EMS arrives.
Promote Connected Smart Intersections for Dispatching First Responders in collaboration with Palm Beach County	Connected smart intersections are equipped with technology that allows for better collection of traffic data from vehicles, cyclists, pedestrians and more, This data can be provided to first responders and allow them to make more informed decisions when responding to an emergency.

PERFORMANCE MEASURE	TARGET YEAR	RESPONSIBLE PARTY	RELATIVE COST	INTEGRATES WITH
Number of Engagements	Start Year 2	VoPS Fire Department (Lead), Public Works (Support), VoPS Police Department (Support)	$-$$	-
Time saved for first responders through smart intersection	Start Year 3	Public Works (Lead), Police Department (Support), Fire Department (Support)	$$$	-

SECTION 6
NEXT STEPS


VILLAGE OF
PALM SPRINGS
LITTLE FREE LIBRARY
THE VILLAGE OF PALM SPRINGS
PALM SPRINGS
FLORIDA
CIRCUS MIRANDUS
DANIELLE STEEL

From Plan to Action

The Village will advance the Vision Zero goals through a structured and strategic approach. This implementation framework outlines how the Village will move from planning to real-world improvements, combining leadership, interdepartmental coordination, and targeted investments to make streets safer for all users.

Leadership Structure

The Village's Public Works Department will oversee implementation of the Vision Zero Action Plan, supported by a dedicated project team. In addition, an Interdepartmental Working Group composed of representatives from Police, Fire Rescue, Planning & Development Services, and Parks & Recreations will meet quarterly. This group will ensure that Vision Zero strategies are consistently integrated into village-wide operations and priorities.

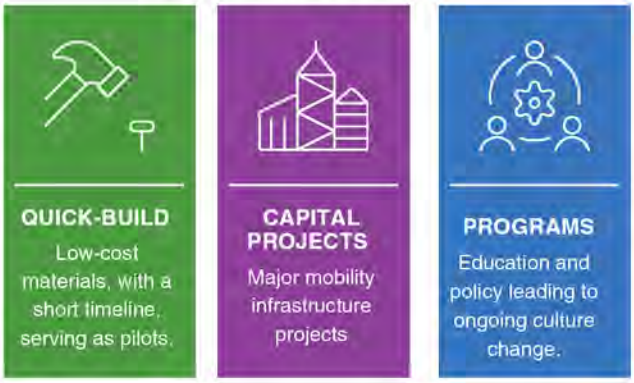
Exhibit L: Vision Zero Team Structure



Project Development Life Cycle

Safety projects in the Village follow a defined process that begins with identifying traffic safety concerns and ends with evaluating the results of improvements. The Village will use crash data dashboard, field observations, and community input to validate and identify high-risk locations. The Village Public Works Department then develop, and design tailored solutions that are constructed and monitored to assess effectiveness.

Exhibit M: Vision Zero Approach



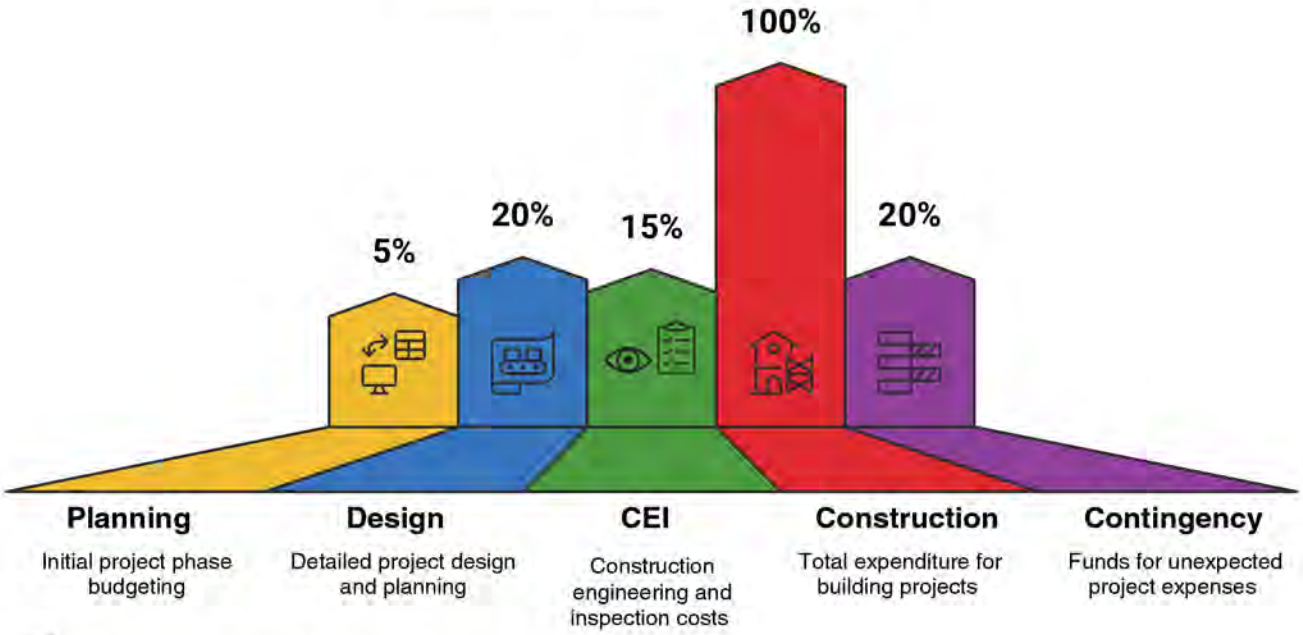
Vision Zero strategies in Palm Springs are delivered through three primary steps:

- **Prioritize Quick Build Projects:** Use flexible, low-cost materials such as paint, signage, and posts to rapidly address safety issues. These are typically implemented within 6 months and serve as pilots for permanent changes.
- **Budget for Capital Projects:** adopt a Mobility Plan and Fee for improvements like crosswalk enhancements, lighting upgrades, and new sidewalks or bike lanes.
- **Create new Safety Programs:** include ongoing efforts such as education campaigns, policy updates, and traffic enforcement programs that support safe behavior and reinforce a culture of safety throughout the Village.

Planning and Budgeting

Planning for capital projects involves preliminary stages such as preliminary planning, engineering design, construction engineering and inspection (CEI) and project oversight, and setting aside contingency reserves. These initiatives should be incorporated into the Village 5-year Capital Improvement Plan, complete with annual cost escalations to address inflation and evolving market conditions. In addition, these projects should be coordinated with FDOT, PBC Engineering and the Palm Beach TPA to ensure there's no overlap in responsibilities. The ultimate goal is to have identified and prioritized projects on the Palm Beach TPA's transportation Improvement Plan (TIP) for state and federal funding.

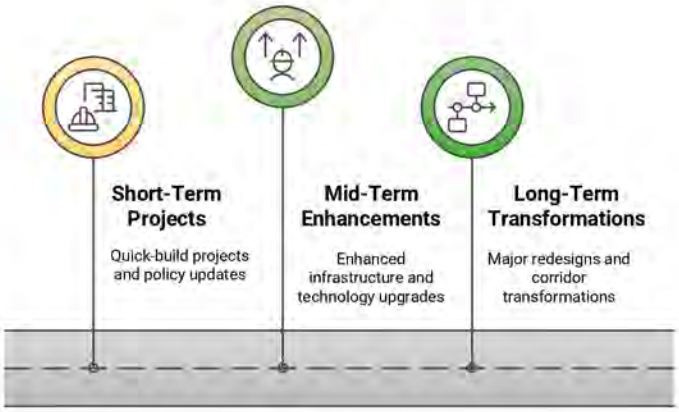
Exhibit N: Budget Allocation for Project Phases



Funding and Timeline

Project delivery will be phased over short-, medium-, and long-term timeframes based on complexity, available funding, and community readiness. In addition to the Village's allocated funds, staff will actively pursue federal grants such as Palm Beach TPA LAP Grant, SS4A, leverage FDOT safety programs, and coordinate with developers to incorporate safety improvements into private projects. Maintaining a pipeline of shovel-ready projects will position the Village to act quickly as new funding becomes available.

Exhibit O: Vision Zero Project Timeline



SECTION 7
APPENDICES


PUSH
BUTTON TO
TURN ON
WARNING
LIGHTS



DDEC

250 Royal Ct.
Delray Beach, FL 33444
Phone: 813-380-6574
Email: uyen@ddec.com
www.ddec.com

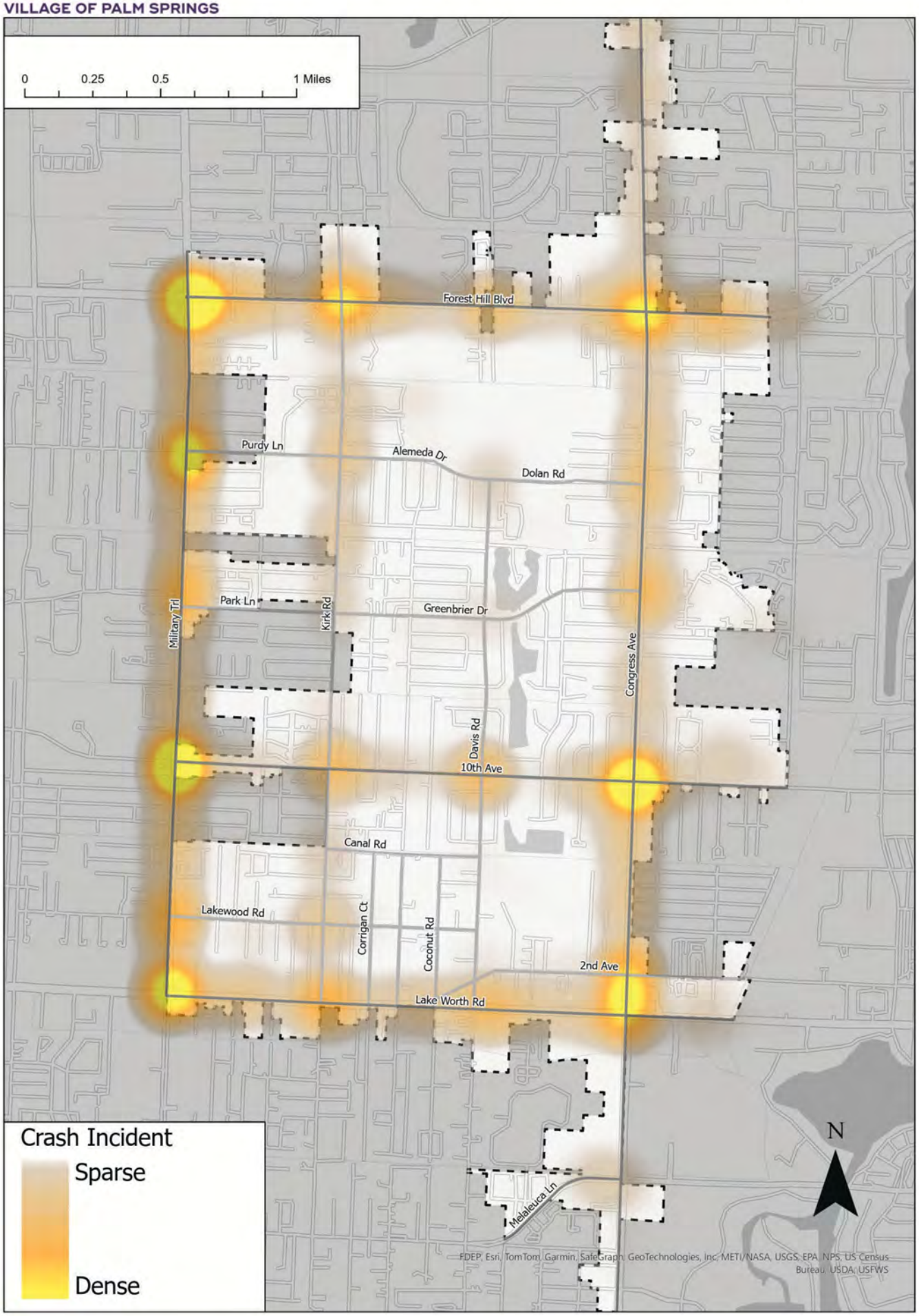
Vision Zero
VILLAGE OF PALM SPRINGS

Map Series

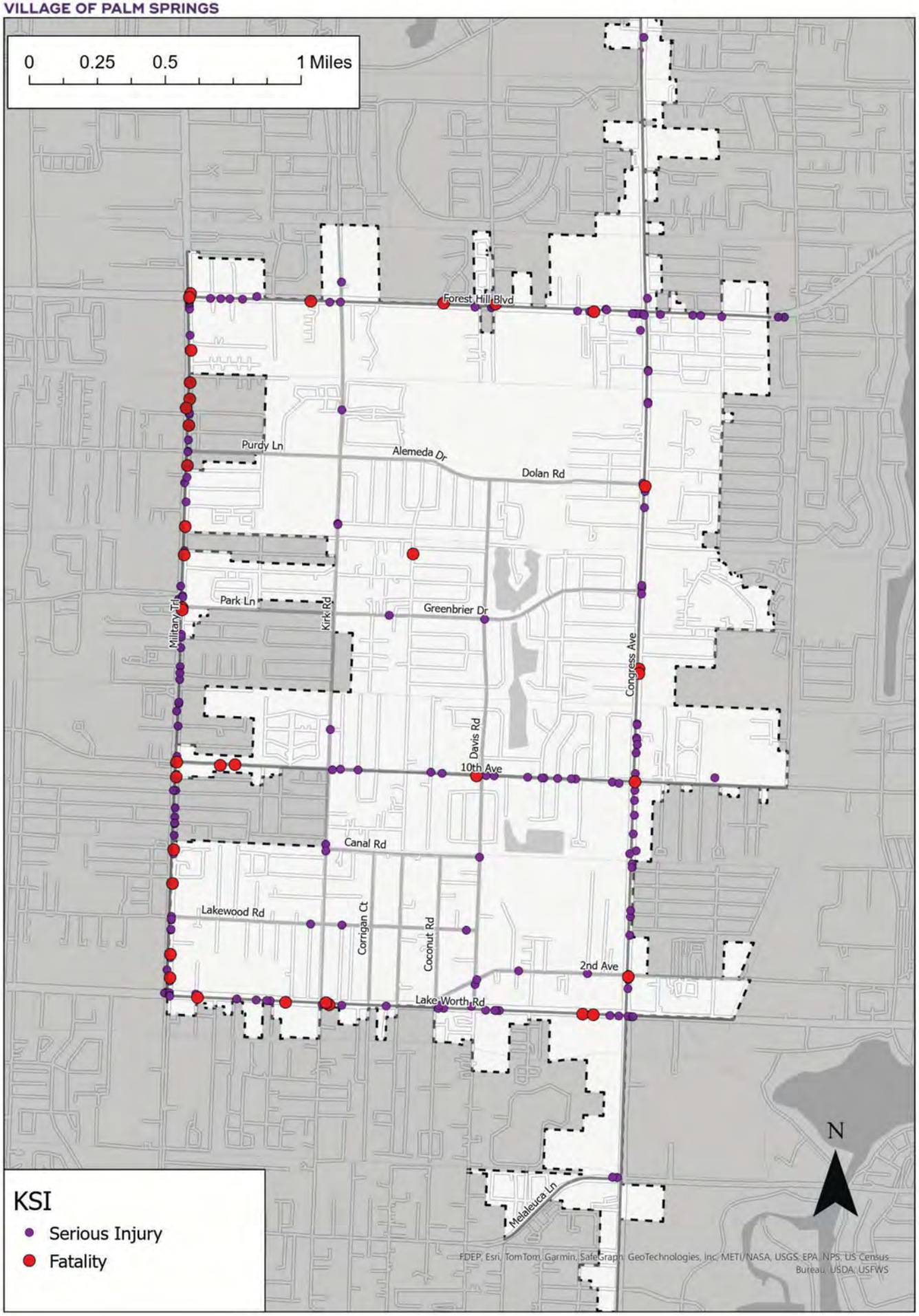
Maps:

- Crash Density Map
- KSI Crash Locations Map
- High Injury Network Map
- Percentage Population in Poverty Crash Locations Map
- Percentage Population in Poverty High Injury Network Map
- Pedestrian Sidewalk Gap Map
- Transit Dependent Populations Map
- Justice 40 Census Tracts with High Injury Networks Map
- Current Roadway Speed Map
- Target Roadway Speed Map
- Mobility Plan Map
- Bicycle Masterplan Map
- Quick Build Countermeasures Map

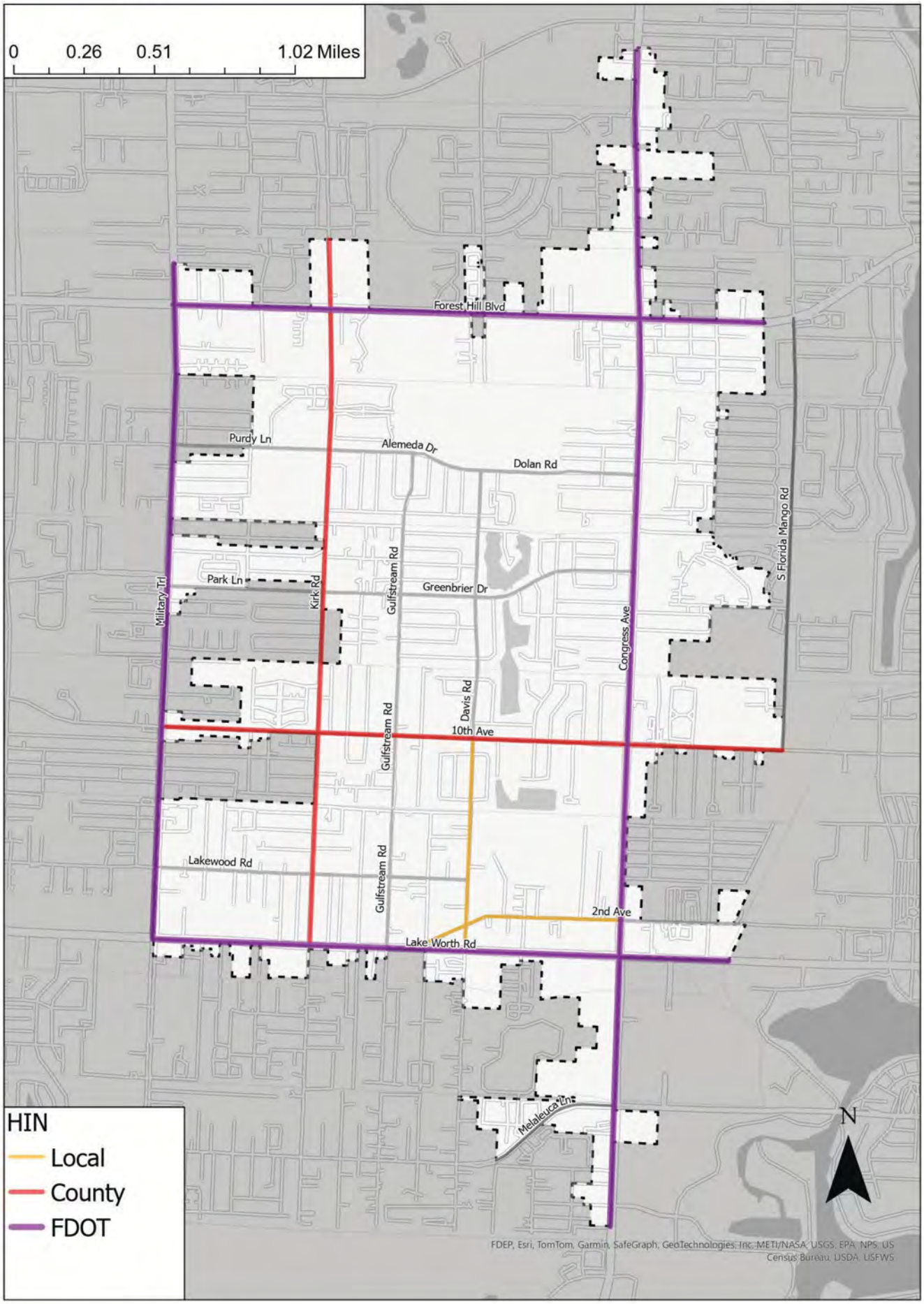
Crash Density Map



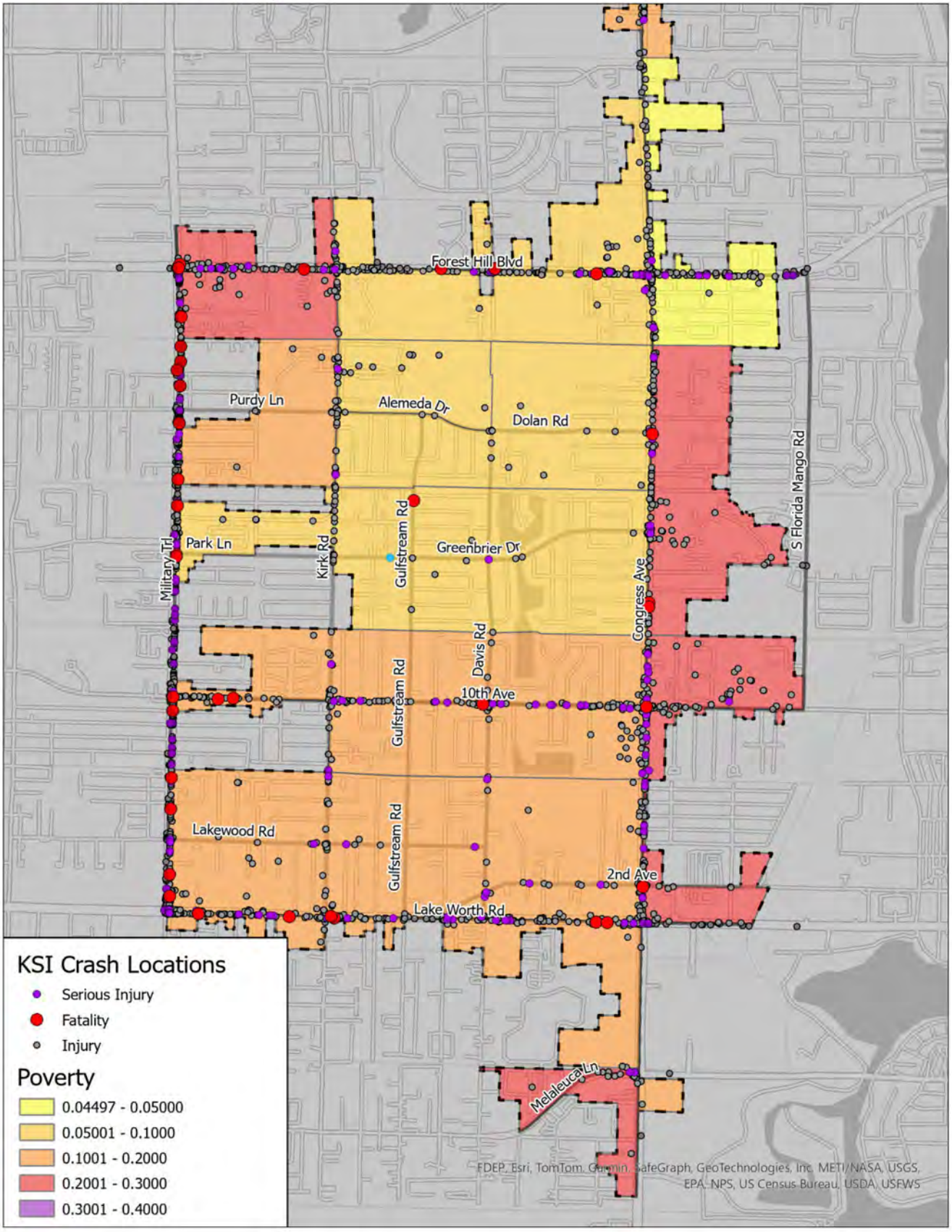
KSI Crash Map



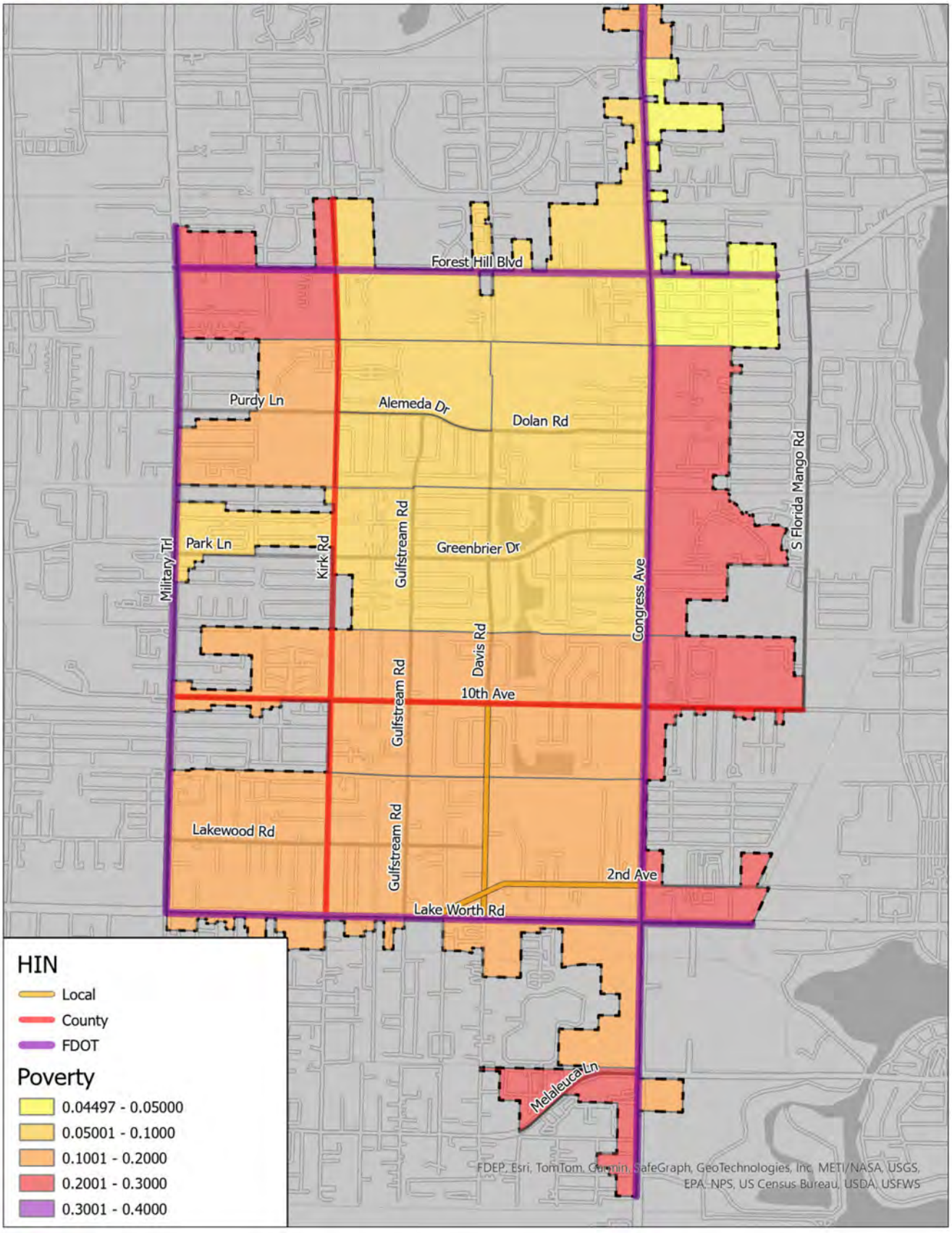
High Injury Network Map



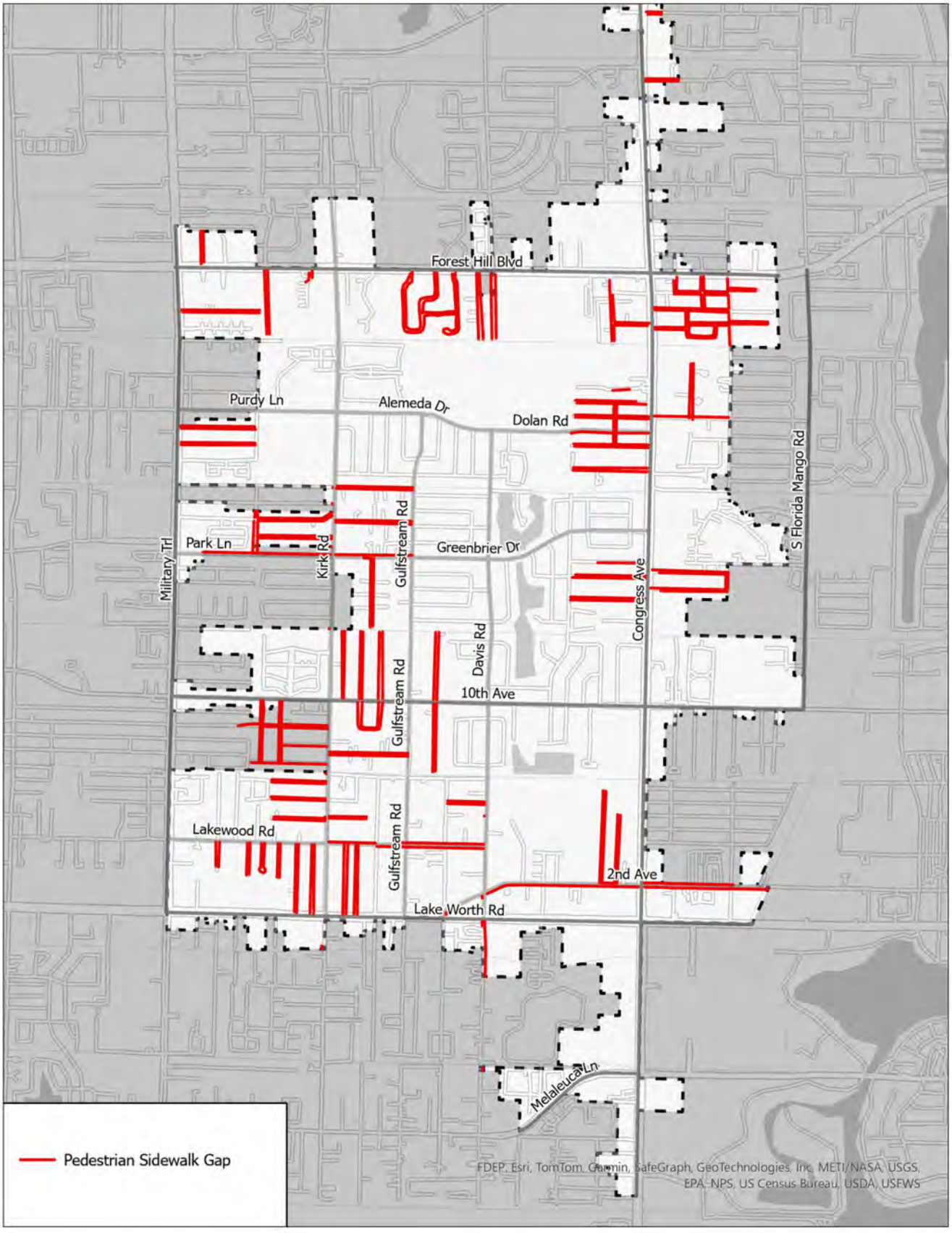
Percentage Population in Poverty Crash Locations Map



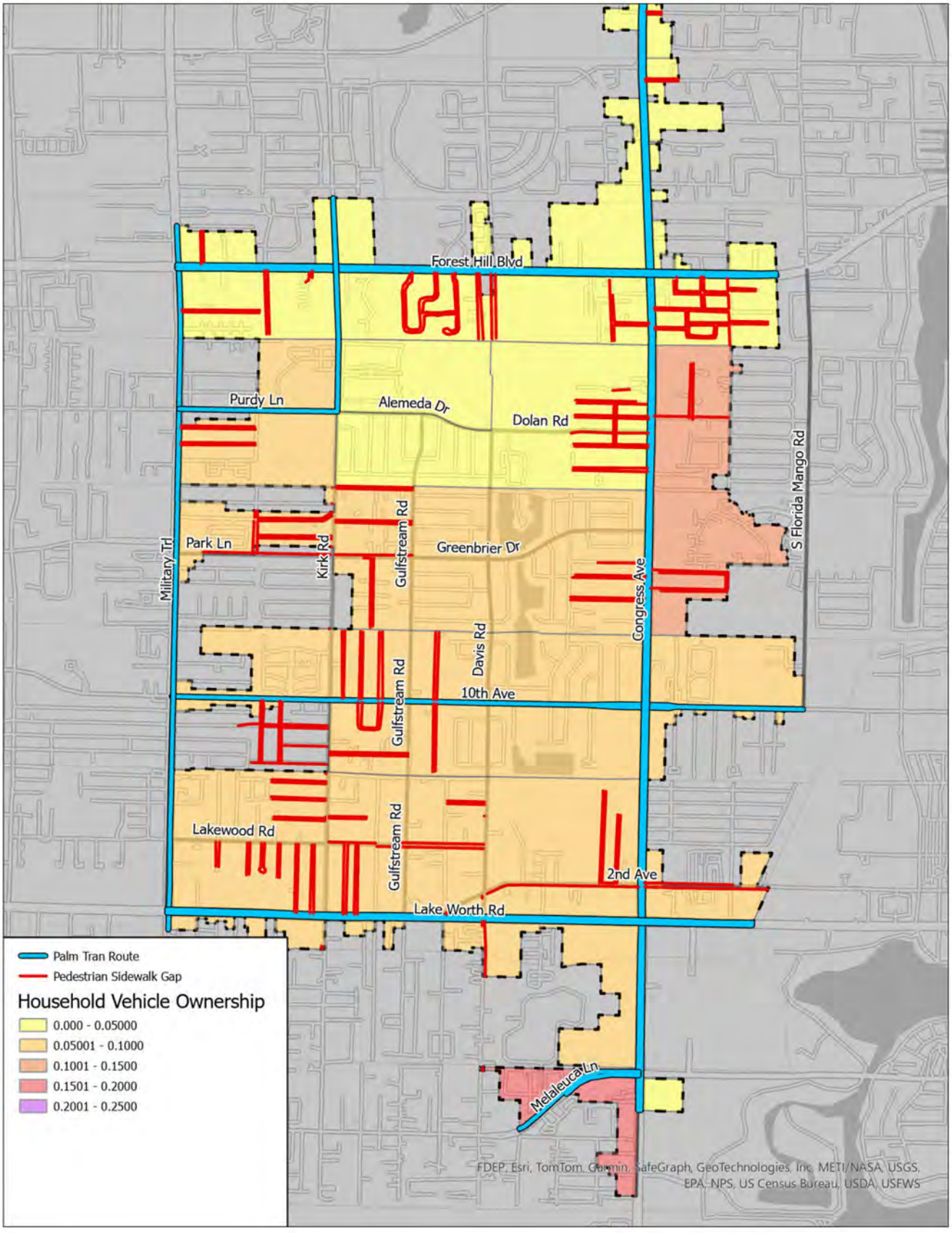
Percentage Population in Poverty High Injury Network Map



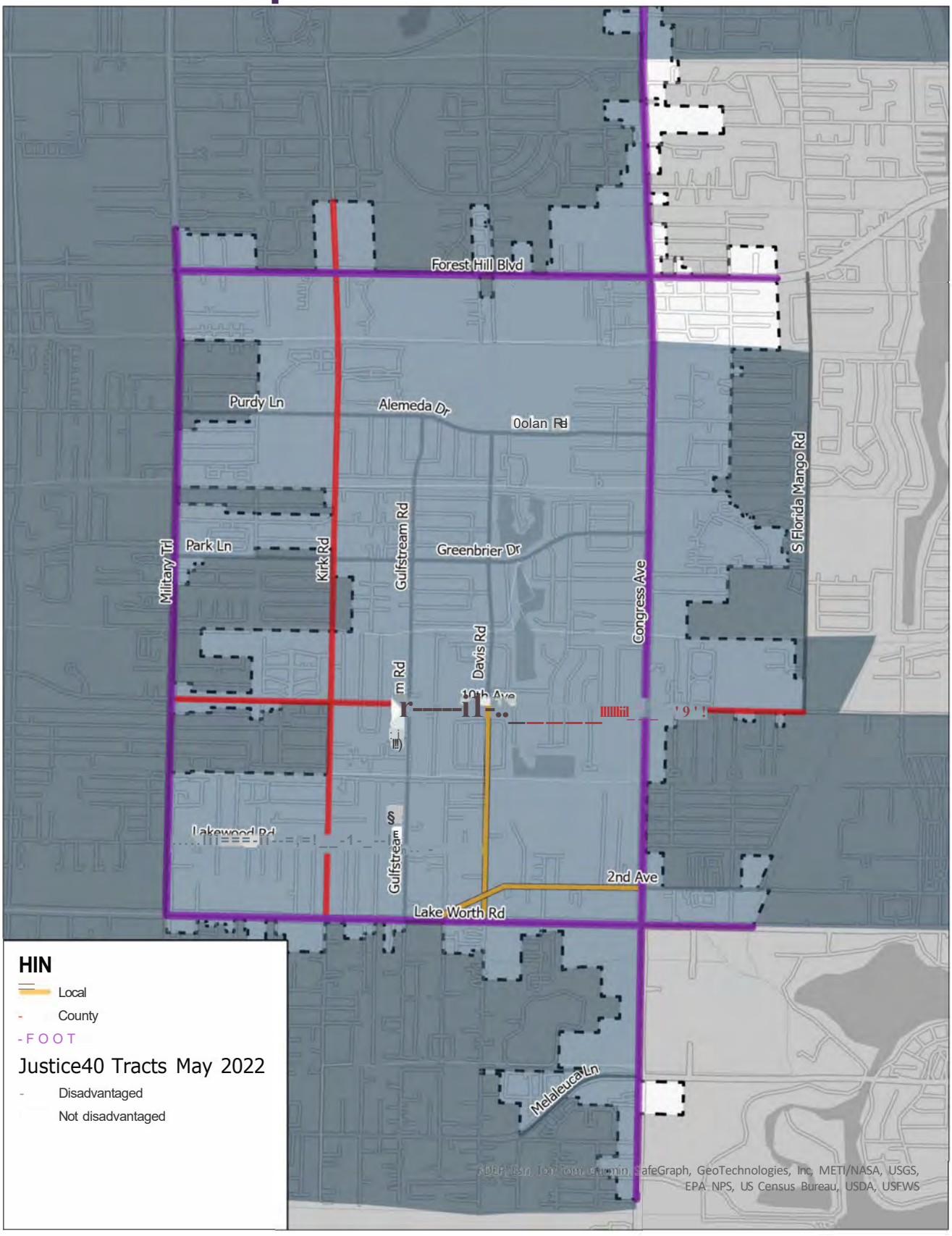
Pedestrian Sidewalk Gap Map



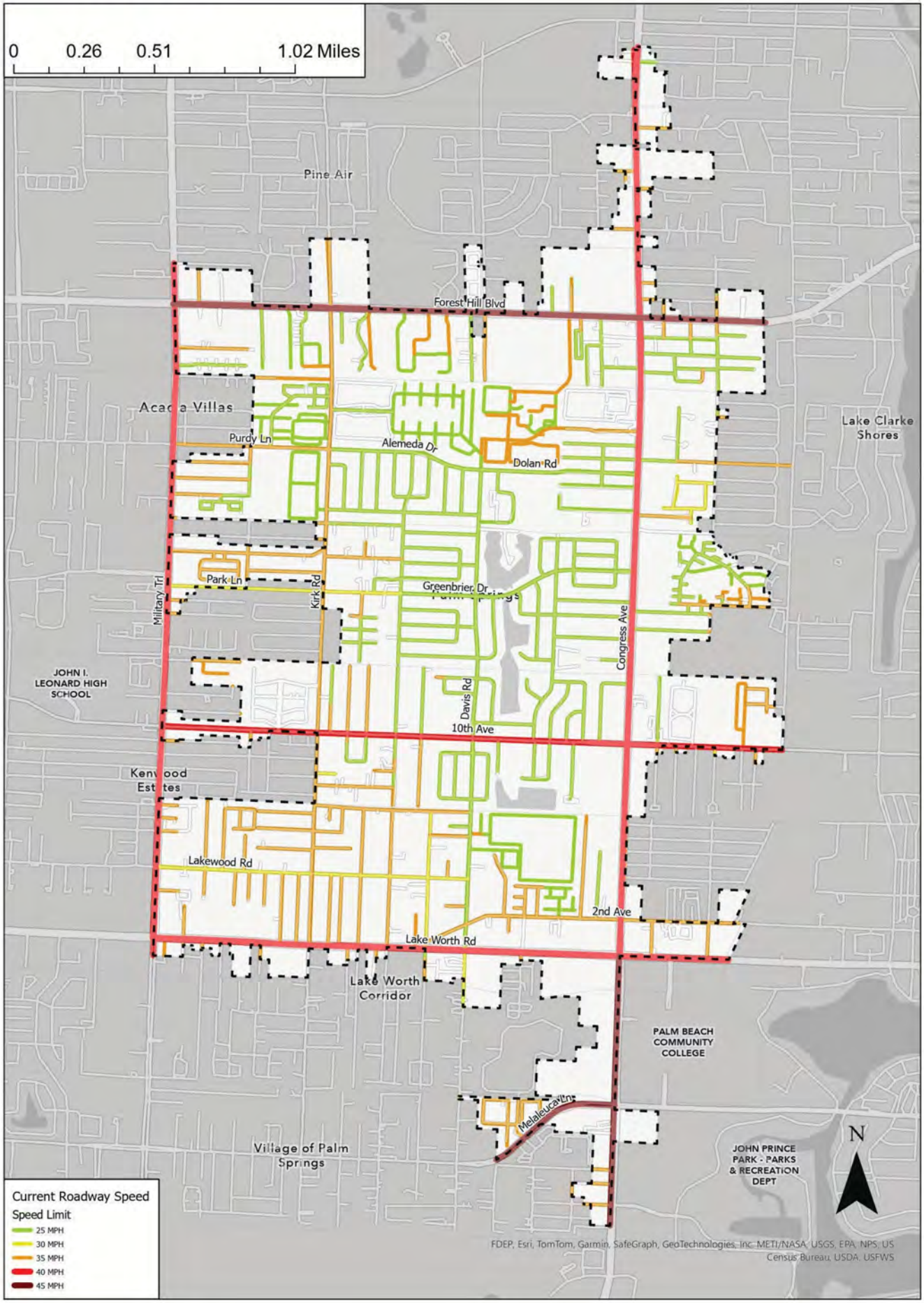
Transit Dependent Populations Map



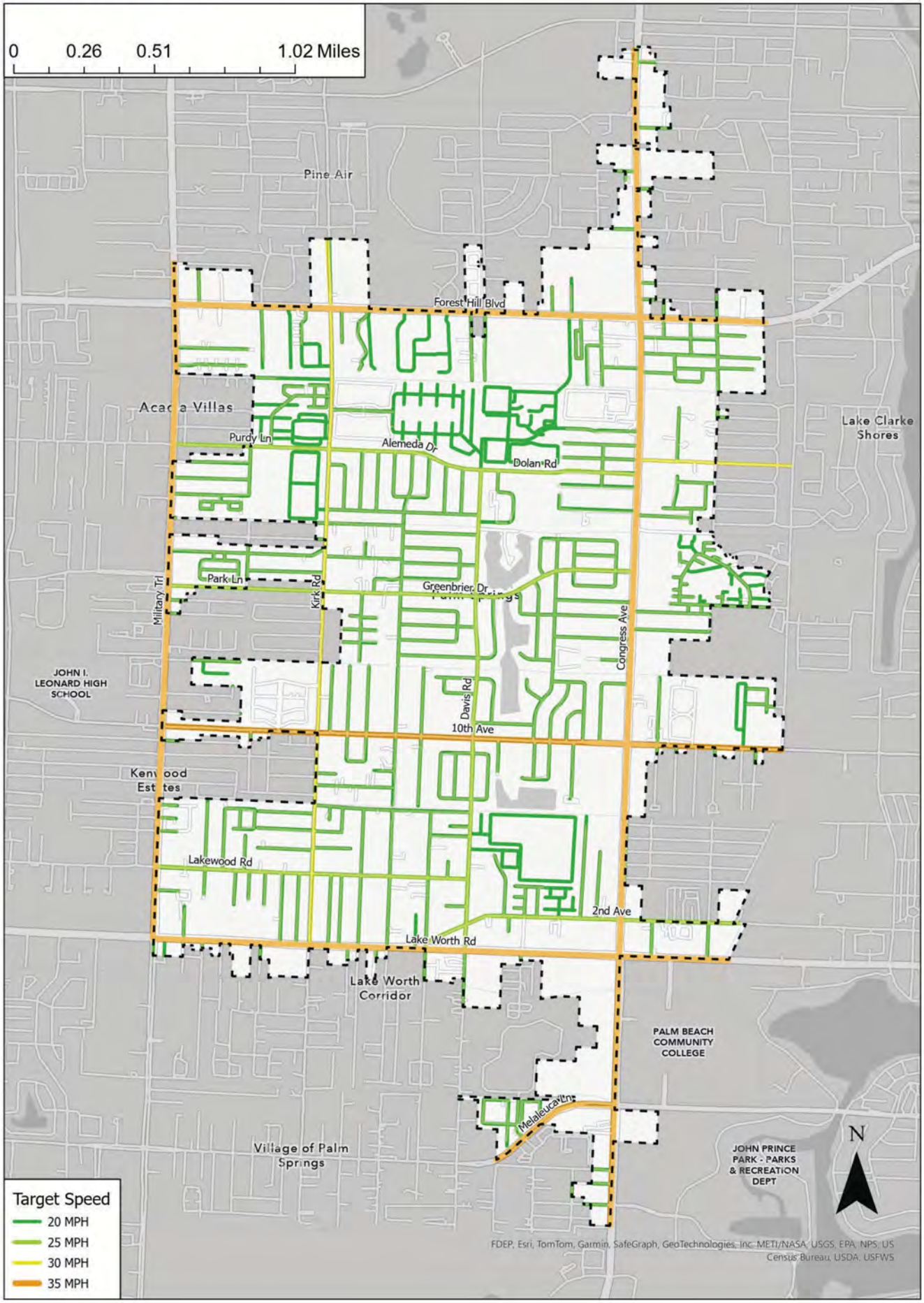
--Justice 40 Census Tracts with High Injury Networks Map



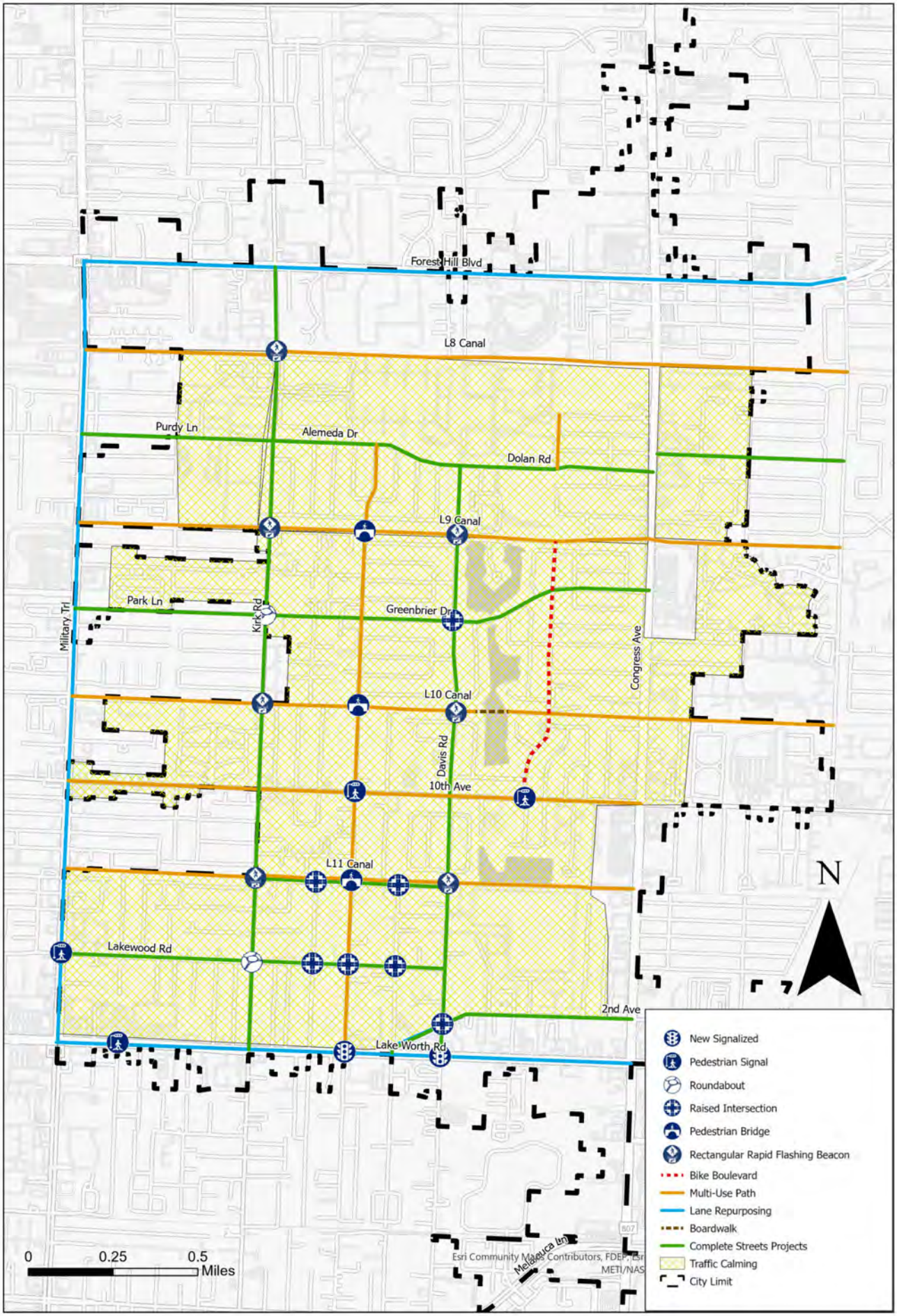
Current Speed



Target Speed

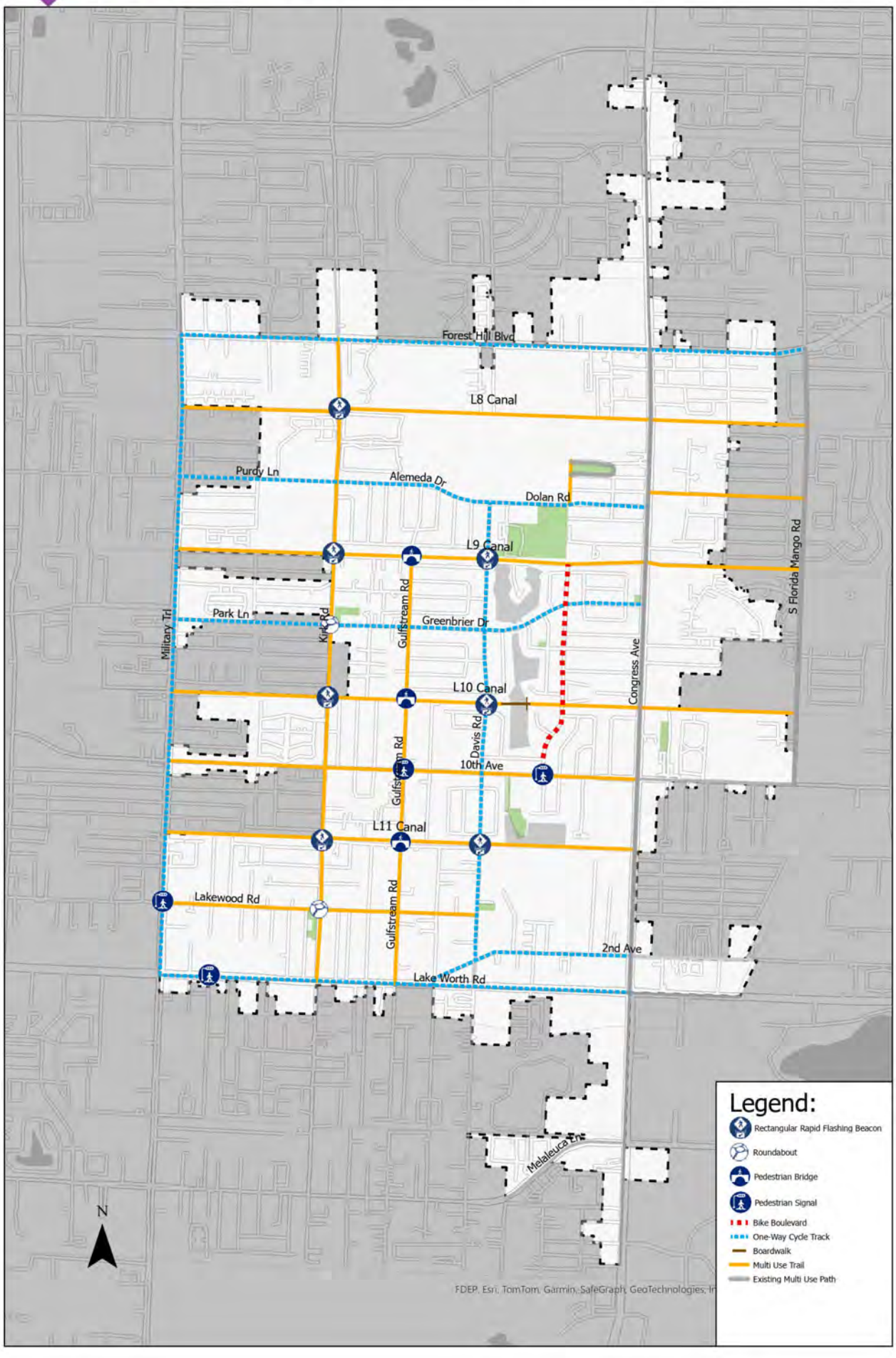


GO Palm Springs MOBILITY Mobility Plan Projects

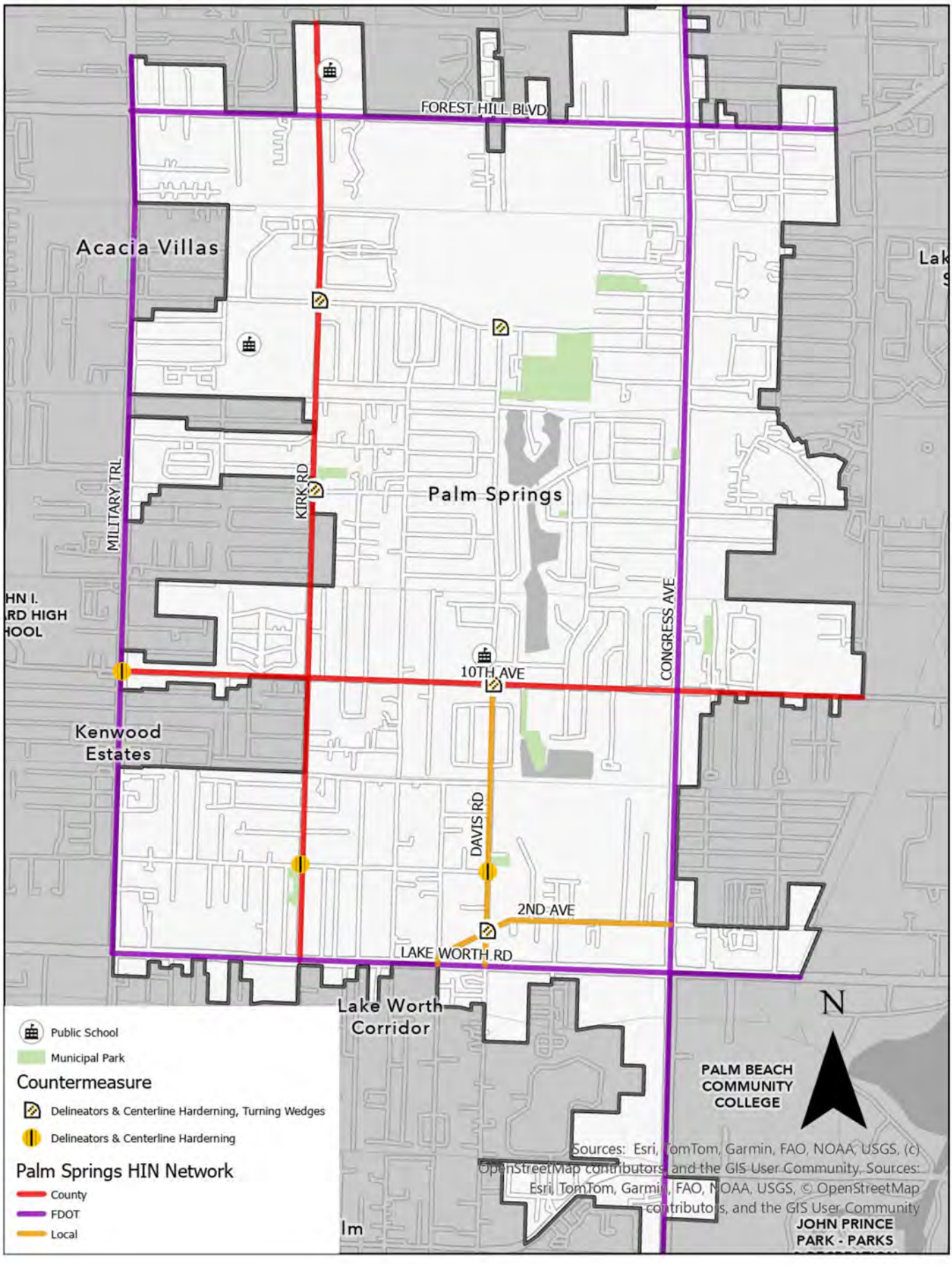


GO Palm Springs MOBILITY

Bicycle Master Plan



Quick-Build Countermeasures



Appendices

Sections:

Appendix 1 - "20 is Plenty" Campaign

Appendix 2 - Crash Countermeasures Matrix

Appendix 3 - Policy Program Project Matrix

Appendix 1

“20 is Plenty” Campaign

"20 IS PLENTY" CAMPAIGN

General Information

Implementation of a "20 is Plenty" campaign to reduce speed limits from 25 mph to 20 mph on residential streets throughout the Village of Palm Springs as part of the Vision Zero Action Plan initiative.

Objectives

- Reduce traffic fatalities and serious injuries in residential neighborhoods
- Increase awareness of the relationship between speed and safety outcomes
- Gain community support for and compliance with new 20 mph speed limits

Target Audience

- Residents of Palm Springs
- Neighborhood associations
- School communities
- Local businesses
- Vulnerable road users (pedestrians, cyclists, seniors, children)

Yard Sign Examples



Deliverables

- Yard sign design and distribution plan
- Educational materials (digital and print)
- Social media toolkit
- Community workshop presentation
- Implementation map for signage installation
- Evaluation framework

Project Timeline

- Policy Development
  - *Draft and approve ordinance for 20 mph residential zones*
  - *Develop implementation plan with Public Works Department*
- Education Campaign
  - *Launch multi-channel awareness campaign*
  - *Distribute educational materials explaining benefits*
  - *Host community workshops in each neighborhood*
- Physical Implementation
  - *Install new 20 mph speed limit signs*
  - *Implement supporting traffic calming measures*
  - *Deploy yard signs program for community participation*
- Enforcement & Evaluation
  - *Coordinate with law enforcement for educational enforcement period*
  - *Deploy speed feedback signs in key locations*
  - *Establish metrics for monitoring and evaluation*

Appendix 2

Crash Countermeasures Matrix

Running Red Light or Stop Sign

GIS ID	Project Number	Project Type	Project Name	To	From	Length/Number
1	1	Rumble Strips	Bowman Street Rumblestrips	Bowman St	Militarty Trl	50 ft
2	2	Rumble Strips	Greenbriar Dr & Davis Road Intersection Rumble Strips	Greenbriar Dr	Davis Rd	200 ft
1	3	Signage & Pavement Markings	St Luke Catholic School Stop Sign	St Luke Catholic School	Congress Ave	EA 1
2	4	Signage & Pavement Markings	Military Trl & Bowman St Striping Improvement	Bowman St	Militarty Trl	EA 1
3	5	Signage & Pavement Markings	Military Trl & Park Ln Striping Improvement	Park Ln	Militarty Trl	EA 1
1	6	Signal Timing	Military Trl & Forest Hill Blvd Signal Improvement	Forest Hill Blvd	Militarty Trl	EA 1
2	7	Signal Timing	Congress Ave & Dolan Rd Signal Improvement	Dolan Rd	Congress Ave	EA 1
3	8	Signal Timing	Congress Ave & 10th Ave Signal Improvement	10th Ave	Congress Ave	EA 1
4	9	Signal Timing	Congress Ave & 2nd Ave Signal Improvement	2nd Ave	Congress Ave	EA 1
5	10	Signal Timing	Congress Ave & Lake Worth Rd Signal Improvement	Lake Worth Rd	Congress Ave	EA 1
6	11	Signal Timing	Military Trl & Lake Worth Rd Signal Improvement	Lake Worth Rd	Militarty Trl	EA 1
7	12	Signal Timing	Military Trl & 10th Ave Signal Improvement	10th Ave	Militarty Trl	EA 1
8	13	Signal Timing	Military Trl & Purdy Ln Signal Improvement	Purdy Ln	Militarty Trl	EA 1
1,2	14	Advanced Warning Signs	Congress Ave & Dolan Intersection Signage Improvement	Dolan Rd	Congress Ave	EA 2
3,4	15	Advanced Warning Signs	Congress Ave & 2nd Ave Intersection Signage Improvement	2nd Ave	Congress Ave	EA 2
5, 6, 7, 8	16	Advanced Warning Signs	Greenbriar Dr & Davis Road Intersection Signage Improvement	Greenbriar Dr	Davis Rd	EA 4

40+ MPH Roadway

GIS ID	Project Number	Project Type	Project Name	To	From	Length/Number
1,2,3,4,21	1	Speed Feedback Sign	Military Trail Speed Feedback Signs	Lake Worth Rd	Forest Hill Blvd	EA 5
5, 6, 7, 22	2	Speed Feedback Sign	Forest Hill Blvd Speed Feedback Signs	Military Trl	Congress Blvd	EA 4
8, 9, 10, 11, 20, 2	3	Speed Feedback Sign	Congress Ave Speed Feedback Signs	Lake Worth Rd	Forest Hill Blvd	EA 6
12, 13, 14, 15	4	Speed Feedback Sign	10th Avenue Speed Feedback Signs	Military Trl	Congress Blvd	EA 4
16, 17, 18, 19	5	Speed Feedback Sign	Lake Worth Road Speed Feedback Signs	Military Trl	Congress Blvd	EA 4
1	6	Speed Reduction	Military Trail Speed Reduction	Lake Worth Rd	Forest Hill Blvd	EA 1
2	7	Speed Reduction	Forest Hill Blvd Speed Reduction	Military Trl	Florida Mango Rd	EA 1
3	8	Speed Reduction	Congress Ave Speed Reduction	Lake Worth Rd	Forest Hill Blvd	EA 1
4	9	Speed Reduction	Lake Worth Road Speed Reduction	Military Trl	Congress Blvd	EA 1
5	10	Speed Reduction	10th Avenue Speed Reduction	Military Trl	Congress Blvd	EA 1

Improper Presence In Roadway

GIS ID	Project Number	Project Type	Project Name	To	From	Length/Number
5	1	Crosswalk Visibility Enhancements	2nd Ave & Davis Rd High Visibility Crosswalk	2nd Ave	Davis Rd	EA 1
8	2	Crosswalk Visibility Enhancements	Congress Ave & Melaleuca Ln Crosswalk Enhancement	Melaleuca Ln	Congress Ave	EA 1
10	3	Crosswalk Visibility Enhancements	Forest Hill Blvd & Congress Ave Crosswalk Enhancement	Forest Hill Blvd	Congress Ave	EA 1
11	4	Crosswalk Visibility Enhancements	2nd Ave & Congress Ave Crosswalk Enhancement	2nd Ave	Congress Ave	EA 1
1	5	Signalize Intersection	Davis Rd & Lake Worth Rd Signalization	Lake Worth Rd	Davis Rd	EA 1
5,6	6	Advanced Warning Signs	Kirk Rd & Palm Springs Community Middle School Crossing Signage Enhancement	Palm Springs Community Middle School	Kirk Rd	EA 2
7, 8, 9, 10	7	Advanced Warning Signs	Congress Ave & 10th Ave Intersection Signage Improvement	10th Ave	Congress Ave	EA 4
1	8	Enhance Striping & Signage	10th Ave & Davis Rd Intersection Enhancement	10th Ave	Davis Rd	EA 1
2	9	Enhance Striping & Signage	Weymouth St Signage & Pavement Marking Enhancement	Waymouth St		EA 1
3	10	Enhance Striping & Signage	Millitary Trl & Kent Ave Intersection Enhancement	Kent Ave	Military Trl	EA 1
4	11	Enhance Striping & Signage	Park Ln Signage & Pavement Marking Enhancement	Park Ln		EA 1
5	12	Enhance Striping & Signage	Forest Hill Blvd & Florida Mango Rd Signage & Pavement Marking Enhancement	Forest Hill Blvd	Flodia Mango Rd	EA 1
1	13	Traffic Calming	Gulfstream Rd Traffic Calming	Greenbrier Dr	Alemeda Dr	925 ft
6	14	Mid Block Crossing	Lake Worth Rd & 2nd Ave Mid Block Crossing	Lake Worth Rd	2nd Ave	EA 1
7	15	Mid Block Crossing	Military Trl & Lakewood Rd Mid Block Crossing	Lakewood Rd	Military Trl	EA 1
8	16	Mid Block Crossing	Military Trl & Clinton Blvd Mid Block Crossing	Clinton Blvd	Military Trl	EA 1

9	17	Mid Block Crossing	Military Trl & Todd St Mid Block Crossing	Todd St	Military Trl	EA 1
10	18	Mid Block Crossing	Military Trl & Jean Dr Mid Block Crossing	Jean Dr	Military Trl	EA 1
11	19	Mid Block Crossing	Military Trl & Vicliff Rd Mid Block Crossing	Vicliff Rd	Military Trl	EA 1
12	20	Mid Block Crossing	Military Trl & Beech Dr Mid Block Crossing	Beech Dr	Military Trl	EA 1
13	21	Mid Block Crossing	Military Trl & Barbridge Rd Mid Block Crossing	Barbridge Rd	Military Trl	EA 1
14	22	Mid Block Crossing	Forest Hill Blvd & Angel Dr Mid Block Crossing	Forest Hill Blvd	Angel Dr	EA 1
15	23	Mid Block Crossing	Congress Ave & Edera Palm Springs Mid Block Crossing	Edera Palm Springs	Congress Ave	EA 1
16	24	Mid Block Crossing	Congress Ave & Frost Rd Mid Block Crossing	Frost Rd	Congress Ave	EA 1
17	25	Mid Block Crossing	Congress Ave & L-11 Canal Mid Block Crossing	L-11 Canal	Congress Ave	EA 1
18	26	Mid Block Crossing	Congress Ave & Vassallo Ave Mid Block Crossing	Vassallo Ave	Congress Ave	EA 1
20	27	Mid Block Crossing	Lake Worth Rd & Santé Plus Medical Center Mid Block Crossing	Lake Worth Rd	Santé Plus Medical Center	EA 1
21	28	Mid Block Crossing	Lake Worth Rd & 42nd Way Mid Block Crossing	Lake Worth Rd	42nd Way	EA 1
1,2,3,4	29	Median Delineators	10th Ave & Congress Median Delineators	10th Ave	Congress Ave	433 Ft
5,6,7,8	30	Median Delineators	Forest Hill Blvd & Congress Ave Median Delineators	Forest Hill Blvd	Congress Ave	573 Ft
9,10	31	Median Delineators	Congress Ave & 2nd Ave Median Delineators	2nd Ave	Congress Ave	146 Ft
11,12	32	Median Delineators	Lake Worth Rd & Kirk Rd Median Delineators	Lake Worth Rd	Kirk Rd	260 Ft
13,14	33	Median Delineators	Lake Worth Rd & Military Trl Median Delineators	Lake Worth Rd	Military Trl	260 Ft
15	34	Median Delineators	Forest Hill Blvd & Florida Mango Rd Median Delineators	Forest Hill Blvd	Flodia Mango Rd	90 Ft

Failure to Yield

GIS ID	Project Number	Project Type	Project Name	To	From	Length/Number
1	1	Longitudinal Rumble Strips	Congress & Summit Blvd Intersection Rumble Strips	Summit Blvd	Congress Ave	EA 1
1	2	Enhance Signage & Pavement Markings	Vicliff Rd & Military Trl Signage & Pavement Markings	Vicliff Rd	Military Trl	EA 1
2	3	Enhance Signage & Pavement Markings	10th Ave & Palm Springs Plaza Signage & Pavement Markings	10th Ave	Palm Springs Plaza	EA 1
3	4	Enhance Signage & Pavement Markings	Congress & Palm Springs Plaza Signage & Pavement Markings	Palm Springs Plaza	Congress Ave	EA 1
4	5	Enhance Signage & Pavement Markings	Congress Ave Signage & Pavement Markings Improvements	Congress Ave		EA 1
5	6	Enhance Signage & Pavement Markings	Cypress Ln & Kirk Road Interseciton Signage & Pavement Markings Improvements	Cypress Ln	Kirk Rd	EA 1
6	7	Enhance Signage & Pavement Markings	2nd Ave & Elizabeth St Intersection Signage & Pavement Markings Improvements	2nd Ave	Elizabeth St	EA 1
7	8	Enhance Signage & Pavement Markings	2nd Ave & Davis Rd Intersection Signage & Pavement Markings Improvements	2nd Ave	Davis Rd	EA 1
1	9	Prohibit Right Turn on Red (RTOR) Restriction	Cresthaven Blvd & Military Trl RTOR Rrestriction	Cresthaven Rd	Military Trl	EA 1
2	10	Prohibit Right Turn on Red (RTOR) Restriction	10th Ave & Military Trl RTOR Restriction	10th Ave	Military Trl	EA 1
3	11	Prohibit Right Turn on Red (RTOR) Restriction	Forest Hill Blvd & Congress Ave RTOR Restriction	Forest Hill Blvd	Congress Ave	EA 1
4	12	Prohibit Right Turn on Red (RTOR) Restriction	Greenbrier Dr & Congress Ave RTOR Restriction	Greenbrier Dr	Congress Ave	EA 1
2	13	Leading Pedestrian Interval (LPI)	10th Ave & Congress Ave LPI Improvements	10th Ave	Congress Ave	EA 1
4	14	Leading Pedestrian Interval (LPI)	Military Trl & Forest Hill Blvd LPI Improvements	Forest Hill Blvd	Military Trl	EA 1

5	15	Leading Pedestrian Interval (LPI)	Military Trl & Cresthaven Blvd LPI Improvements	Cresthaven Rd	Military Trl	EA 1
1	16	Protected Left Turn Phase	Forest Hill Blvd & Davis Rd Protected Left Turn Phase	Forest Hill Blvd	Davis Rd	EA 1
2	17	Protected Left Turn Phase	Military Trl & 10th Ave Protected Left Turn Phase	10th Ave	Military Trl	EA 1
3	18	Protected Left Turn Phase	Congress Ave & Dolan Rd Protected Left Turn Phase	Dolan Rd	Congress Ave	EA 1
4	19	Protected Left Turn Phase	2nd Ave & Congress Ave Protected Left Turn Phase	2nd Ave	Congress Ave	EA 1
5	20	Protected Left Turn Phase	Forest Hill Blvd & Kirk Rd Protected Left Turn Phase	Forest Hill Blvd	Kirk Rd	EA 1
6	21	Protected Left Turn Phase	Congress Ave & 10th Ave Protected Left Turn Phase	10th Ave	Congress Ave	EA 1
7	22	Protected Left Turn Phase	Greenbrier Dr & Congress Ave Protected Left Turn Phase	Greenbrier Dr	Congress Ave	EA 1
1	23	Reduce Left Turn Conflict	Alice Ave & Forest Hill Blvd Left Turn Conflict Removal	Forest Hill Blvd	Alice Ave	EA 1
3	24	Reduce Left Turn Conflict	Forest Hill Blvd & Fairview Villas Dr Left Turn Conflict Removal	Forest Hill Blvd	Fairview Villas Dr	EA 1
4	25	Reduce Left Turn Conflict	Forest Hill Blvd & Muskogee Rd Left Turn Conflict Removal	Forest Hill Blvd	Muskogee Rd	EA 1
5	26	Reduce Left Turn Conflict	Military Trl & Cambridge St Left Turn Conflict Removal	Cambridge St	Military Trl	EA 1
6	27	Reduce Left Turn Conflict	Military Trl & Lakewood Rd Left Turn Conflict Removal	Lakewood Rd	Military Trl	EA 1
7	28	Reduce Left Turn Conflict	Military Trl & Mediterranean Rd Left Turn Conflict Removal	Mediterranean Rd	Military Trl	EA 1
8	29	Reduce Left Turn Conflict	Forest Hill Blvd & Erie Ter Left Turn Conflict Removal	Forest Hill Blvd	Erie Ter	EA 1
9	30	Reduce Left Turn Conflict	Congress Ave & French Ave Left Turn Conflict Removal	French Ave	Congress Ave	EA 1
10	31	Reduce Left Turn Conflict	Lake Worth Rd & Lake Worth Swap Shop Left Turn Conflict Removal	Lake Worth Rd	Lake Worth Swap Shop	EA 1

12	32	Reduce Left Turn Conflict	Lake Worth Rd & Cooley Ct Left Turn Conflict Removal	Lake Worth Rd	Cooley Ct	EA 1
1	33	New Hard/Striped Median	10th Ave Median Improvement Granada Dr to Henthorne Dr	Henthorne Dr	Granada Dr	260 Ft
2	34	New Hard/Striped Median	10th Ave Median Improvement Henthorne Dr to Sago Park Rd	Sago Park Rd	Henthorne Dr	260 Ft
3	35	New Hard/Striped Median	10th Ave Median Improvement Davis Rd to Gulfstream Rd	Gulfstream Rd	Davis Rd	320 Ft
4	36	New Hard/Striped Median	10th Ave Median Improvement Gulfstream Rd to Kirk Rd	Kirk Rd	Gulfstream Rd	360 Ft
5	37	New Hard/Striped Median	10th Ave Median Improvement Kirk Rd to Grace Ave	Grave Ave	Kirk Rd	290 Ft
6	38	New Hard/Striped Median	10th Ave Median Improvement Grace Ave to Military Trl	Military Trl	Grace Ave	420 Ft

Driving Under the Influence

GIS ID	Project Number	Project Type	Project Name	To	From	Length/Number
1	1	Enhance Signage & Pavement Markings	Lake Worth Rd & Congress Ave Signage & Pavement Marking Enhancement	Lake Worth Rd	Congress Ave	EA 1
2	2	Enhance Signage & Pavement Markings	Lake Worth Rd & Olsson Ter Signage & Pavement Marking Enhancement	Lake Worth Rd	Olsson Ter	EA 1
4	3	Enhance Signage & Pavement Markings	Purdy Ln & Military Trl Signage & Pavement Marking Enhancement	Purdy Ln	Military Trl	EA 1
1	4	Local Road Safety Plan	Purdy Ln Road Safety Plan from Military Trl to Sunrise Dr	Sunrise Dr	Military Trl	EA 1
1	5	Road Safety Audit	Congress Ave Road Safety Audit Forest Hill Blvd to Melaleuca Ln	Melaleuca Ln	Forest Hill Blvd	EA 1
2	6	Road Safety Audit	Lake Worth Rd Road Safety Audit Congress Ave to Military Trl	Military Trl	Congress Ave	EA 1
3	7	Road Safety Audit	Military Trl Road Safety Audit Lake Worth Rd to Forest Hill Blvd	Lake Worth Rd	Forest Hill Blvd	EA 1

Night Crashes

GIS ID	Project Number	Project Type	Project Name	To	From	Length/Number
1	1	Enhance Signage & Pavement Markings	Lakewood Rd & Beverly Dr Signage & Pavement Marking Improvement	Lakewood Dr	Beverly Dr	EA 1
2	2	Enhance Signage & Pavement Markings	Lakewood Rd & Edwards Ave Signage & Pavement Marking Improvement	Lakewood Dr	Edwards Ave	EA 1
3	3	Enhance Signage & Pavement Markings	Military Trl & Lake Worth Rd Signage & Pavement Marking Improvement	Lake Worth Rd	Military Trl	EA 1
10	4	Retro Reflective Backplates	S Congress Ave Mid Block Crossing Refelctivity Improvements	Congress Ave		EA 1
11	5	Retro Reflective Backplates	10th Ave & Davis Rd Intersection Reflectivity Improvements	10th Ave	Davis Rd	EA 1
1	6	Retro Reflective Backplates	Forest Hill & Military Trl Intersection Reflectivity Improvements	Forest Hill Blvd	Military Trl	EA 1
2	7	Retro Reflective Backplates	Forest Hill & Congress Ave Intersection Reflectivity Improvements	Forest Hill Blvd	Congress Ave	EA 1
3	8	Retro Reflective Backplates	Congress Ave & Dolan Rd Intersection Reflectivity Improvements	Dolan Rd	Congress Ave	EA 1
4	9	Retro Reflective Backplates	Congress Ave & Greenbrier Dr Intersection Reflectivity Improvements	Greenbrier Dr	Congress Ave	EA 1
5	10	Retro Reflective Backplates	Congress Ave & 10th Ave Intersection Reflectivity Improvements	10th Ave	Congress Ave	EA 1

6	11	Retro Reflective Backplates	Congress Ave & 2nd Ave Intersection Reflectivity Improvements	2nd Ave	Congress Ave	EA 1
7	12	Retro Reflective Backplates	Military Trl & 10th Ave Intersection Reflectivity Improvements	10th Ave	Military Trl	EA 1
8	13	Retro Reflective Backplates	Military Trl & Purdy Ln Intersection Reflectivity Improvements	Purdy Ln	Military Trl	EA 1
9	14	Retro Reflective Backplates	10th Ave & Kirk Rd Intersection Reflectivity Improvements	10th Ave	Kirk Rd	EA 1
9,10,11,12	15	Advanced Warning Signs	Forest Hill & Congress Ave Intersection Signage Improvements	Forest Hill Blvd	Congress Ave	EA 1
13,14,15,16	16	Advanced Warning Signs	Lake Worth Rd & Congress Ave Intersection Signage Improvements	Lake Worth Rd	Congress Ave	EA 1
17,18,19,20	17	Advanced Warning Signs	Lake Worth Rd & Military Trl Intersection Signage Improvements	Lake Worth Rd	Military Trl	EA 1
28	18	Advanced Warning Signs	10th Ave & Davis Rd Intersection Signage Improvements	10th Ave	Davis Rd	EA 1
1	19	Crosswalk Visibility Enhancement	10th Ave & Kirk Rd Crosswalk Visibility Enhancement	10th Ave	Kirk Rd	EA 1
4	20	Lighting Enhancement	10th Ave & Military Trl Lighting Enhancement	10th Ave	Military Trl	EA 1
5	21	Lighting Enhancement	10th Ave & Rostan Ln Lighting Enhancement	10th Ave	Rostan Ln	EA 1
6	22	Lighting Enhancement	Lake Worth Rd & 42nd Way Lighting Enhancement	Lake Worth Rd	42nd Way	EA 1

1	23	Lighting Enhancement	Military Trl & Forest Hill Blvd Lighting Enhancement	Forest Hill Blvd	Military Trl	EA 1
2	24	Lighting Enhancement	Lakewood Rd & Beverly Dr Lighting Enhancement	Lakewood Dr	Beverly Dr	EA 1
3	25	Lighting Enhancement	Kirk Rd & Canal Rd Lighting Enhancement	Canal Rd	Kirk Rd	EA 1

Appendix 3

Policy Program Project Matrix

Policy	Description	Safe People	Safe Speed	Safe Streets	Safe Vehicles	Post Crash Care
	OBJECTIVE TM 1.3 COMPLETE STREETS					
Objective TM 1.3	The Village of Palm Springs shall adopt and implement Complete Streets principles to create a safe, equitable, and accessible transportation network for all users regardless of age, ability, or mode of transportation.					
Policy TM 1.3.1	The Village of Palm Springs shall develop and adopt a comprehensive Complete Streets policy by 2026 that establishes standards for the planning, design, construction, and operation of transportation facilities to accommodate all users including pedestrians, bicyclists, transit riders, motorists, and persons of all ages and abilities.	X	X	X	X	X
Policy TM 1.3.2	The Village of Palm Springs shall incorporate Complete Streets design elements into all roadway projects, including new construction, reconstruction, and rehabilitation projects, where feasible and appropriate to the context.			X		
Policy TM 1.3.3	The Village of Palm Springs shall prioritize Complete Streets improvements on roadways identified in the High Injury Network of the Vision Zero Action Plan to address safety concerns for vulnerable road users.	X	X	X	X	X
Policy TM 1.3.4	The Village of Palm Springs shall adopt and implement a comprehensive Traffic Calming Program by 2026 that expands beyond the 1997 Speed Hump Policy to include a wider range of traffic calming measures and provides a data-driven approach to identifying and prioritizing locations for implementation.		X	X		
Policy **TM** 1.3.5	The Village of Palm Springs shall establish context-sensitive speed limits on all Village roadways based on the surrounding land use, presence of vulnerable users, crash history, and roadway design.	X	X			

Policy TM 1.3.6	The Village of Palm Springs shall develop and implement a Safe Routes to Schools and Parks program by 2026 that identifies and prioritizes infrastructure improvements, education, and encouragement activities to enhance safety for children walking and biking to schools and recreational facilities.	X	X	X		
Policy TM 1.3.7	The Village of Palm Springs shall establish standards for pedestrian-scale and vehicular lighting on all roadways to improve visibility and safety for all users.	X		X		
Policy TM 1.3.8	The Village of Palm Springs shall prioritize Complete Streets improvements that enhance connectivity to schools, parks, transit stops, and other key community destinations.		X	X		
Policy TM 1.3.9	The Village of Palm Springs shall regularly evaluate the effectiveness of Complete Streets implementations through performance measures including crash reduction, mode share changes, and public satisfaction surveys.	X	X	X	X	X
Policy TM 1.3.10	The Village of Palm Springs shall conduct education and outreach programs to increase awareness and understanding of Complete Streets principles among residents, businesses, and visitors.	X			X	X
Policy TM 1.3.11	The Village of Palm Springs shall coordinate Complete Streets implementation with the Mobility Plan to ensure infrastructure improvements contribute to the elimination of traffic fatalities and serious injuries.	X	X	X	X	X

Program	Description	Safe Speed	Safe Streets	Safe Vehicles	Safe People	Post Crash Care	Mobility Plan
Traffic Calming Program	A comprehensive program providing a variety of traffic calming measures (speed humps, chicanes, bulb-outs, etc.) with guidelines for selecting appropriate solutions based on street classification, traffic volume, and community input.	X	X				X
Safe Routes to School Initiative	A collaborative program with local schools identifying safe walking and cycling routes, implementing infrastructure improvements, organizing walking school buses, and providing safety education for students and parents.	X	X		X		
High-Visibility Crosswalk Enhancement Program	A targeted initiative to upgrade crosswalks at high-risk locations with enhanced visibility features, including raised crosswalks, rectangular rapid flashing beacons, and pedestrian refuge islands.		X		X		X
Neighborhood Walkability Assessment Program	A community-based approach for evaluating neighborhood walking conditions, identifying barriers, and prioritizing infrastructure improvements to enhance pedestrian accessibility and safety.	X	X		X		X
Quick-Build Safety Improvement Program	A streamlined process for implementing temporary, low-cost traffic safety measures using paint, bollards, and planters to test effectiveness before permanent installation, with built-in evaluation metrics.		X				
Pedestrian-Scale Lighting Enhancement Program	A program to install and maintain pedestrian-focused lighting along key walking corridors, transit stops, and commercial areas to improve visibility, safety, and comfort for pedestrians during evening hours.		X		X		X
Mobility Network Implementation Plan	A strategic program for implementing the Village's Mobility Plan, creating a connected network of multi-modal facilities that accommodate various transportation options and link residential areas with key destinations.	X	X		X		X

ADA Transition Plan for Public Rights-of-Way	A comprehensive approach to identifying and removing barriers to accessibility in the public right-of-way, including curb ramp upgrades, sidewalk repairs, and accessible pedestrian signals.		X		X		X
Transit Stop Enhancement Program	A partnership with Palm Tran to improve bus stop facilities with shelters, seating, lighting, accessible boarding areas, and safe pedestrian connections to surrounding neighborhoods.		X		X		
Develop a Comprehensive Fleet Safety Program	Establishing a fleet safety program can reduce accidents and promote a culture of safety among municipal vehicle operators. Such programs encompass vehicle maintenance protocols, driver training, and safety policies to ensure the well-being of both employees and the public.			X			
Private Property Access Management Compliance Program	Site audit of all properties adjacent to major corridors, HIN, to ensure that all signage and pavement markings are in compliance. This list should be turn over to code enforcement to coordinate.						

	Project	Description	Safe People	Safe Speed	Safe Streets	Safe Vehicles	Post Crash Care	Mobility Plan
	School Zone Safe Routes Network	Development of designated safe routes with enhanced crosswalks, traffic calming, and sidewalk connections within a one-mile radius of all schools in the Village.	X	X	X			
	Village-wide Sidewalk Gap Closure	Systematic identification and elimination of sidewalk gaps throughout the Village, prioritizing connections to schools, parks, transit stops, and commercial centers.	X		X			X
	Neighborhood Traffic Calming Implementation	Installation of traffic calming measures in residential neighborhoods with documented speeding issues, including speed humps, mini roundabouts, and curb extensions at key locations.		X	X			X
	Village-wide School Zone Safety Upgrade	Modernization of all school zone signage with programmable flashing beacons, enhanced crosswalks, speed feedback displays, and improved pick-up/drop-off configurations.	X	X	X			
	Pedestrian Safety and Crosswalk Evaluation	Study conducted along FDOT Roadways (Forest Hill blvd, Military Trl, Lake Worth Rd, & Congress Ave) for the addition of new pedestrian crossing locations.	X		X			
	Village-wide Quickbuild Implementation	List all intersections that need intervention and this is a program for 5 years.	X		X			
	Village-wide Complete Streets Implementation	The project will involve the implementation of complete streets improvements across the village, as outlined in the Mobility Plan. This will include upgrades to sidewalks, crosswalks, bike lanes, signage, and roadway features to enhance mobility and safety for all users.	X	X	X	X	X	X
Lighting Upgrades	Forest Hill Lighting Improvements	Coordination with FDOT and FPL to repair and improve upon the existing lighting infrastructure along the Forest Hill Blvd Corridor for the purpose of improving pedestrian safety.	X		X			
	Military Trail Lighting Improvements	Coordination with FDOT and FPL to repair and improve upon the existing lighting infrastructure along the Military Trl Corridor for the purpose of improving pedestrian safety.	X		X			
	Kirk Road Lighting Improvements	Coordinate with Palm Beach County and FPL to enter into a franchise agreement for lighting upgrades for pedestrian level lighting.	X		X			
	Village-Wide Pedestrian Lighting Improvement	The project will include village-wide pedestrian lighting improvements, as outlined in the Mobility Plan. These upgrades will enhance visibility and safety for pedestrians by installing energy-efficient lighting along key walkways and pedestrian areas throughout the village.	X		X			
Major Corridor	Pedestrian Crosswalk Relocation at Lake Worth Road	Study and review existing midblock crosswalk at swap shop and relocate it to Davis Road where a refuge island is feasible. Evaluate opening alternative entrance to replace existing Swap shop entrance.	X		X			
	Signalization Upgrade	Emergency Vehicle Preemption (EVP) upgrade , a Connected Vehicle (CV) signalization system that will use DSRC or C-V2X communication, GPS-based or infrared detection, and traffic signal controller integration to prioritize emergency vehicle movements along the Forest Hill Blvd and 10th Ave Corridors.					X	
	Access Management Study	Evaluate existing left turn access as well as need for signalized pedestrian crosswalks along Major Corridors (Military Trl, Congress Ave, Lake Worth Rd, Forest Hill Blvd) for the addition of mid block crossings and removal of left turn conflicts.	X		X			
	Palm Beach County Traffic Signal and Safety Operations Evaluation	Evaluate the feasibility of restricting right on red movements and the addition of protected left turn phases and Leding Pedestrian Intervals (LPI) along Major Corridors (Military Trl, Forest Hill Blvd, Congress Ave, Lake Worth Rd, 10th Ave) when not already implemented.	X		X			
	Target Speed Study	The project will involve studying the target speed along major corridors, including County and FDOT roadways, to assess and develop proposed speed limit recommendations. Once the study is completed, new speed limit signs will be installed to reflect the updated speed regulations.	X	X	X			
	Speed Feedback Sign Installation	The Major Corridor Speed Feedback Sign Installation project will deploy speed feedback signs along 10th Ave, Military Trail, Forest Hill Blvd, Congress Ave, and Lake Worth Rd to improve driver awareness and encourage compliance with posted speed limits.		X	X			
	FDOT Push Button Maintenance Projects	The project will include striping and signage improvements at intersections along FDOT corridors, including Military Trail, Lake Worth Rd, Congress Ave, and Forest Hill Blvd.	X	X	X			

	Median Visibility and Safety Enhancement	The project will involve installing a heavy-duty channelizing system along the median separator to deter pedestrians from crossing improperly at a non-compliant crosswalk.	X		X	
	Road Safety Audit	Review pedestrian and driver conditions along major roadways (Military Trl, Lake Worth Rd, Congress Ave, Forest Hill Blvd) to identify hazards and safety concerns	X	X	X	
	Signalization Upgrade/ Retro reflectivity backplates	Identify traffic signals along major roadways (Military Trl, Congress Ave, Lake Worth Rd, Forest Hill Blvd) that are in need of Retro reflective backplates and other signalization visibility upgrades.	X		X	

Supporting Documents

Under separate cover

Sections:

KSI Analysis Matrix

Policies Review Memo

Equity Analysis

Traffic Study

Vision Zero Pledge Cards

Village of Palm Springs

MOBILITY PLAN AND FEE
VISION ZERO ACTION PLAN

Council Workshop

MOBILITY COHORT

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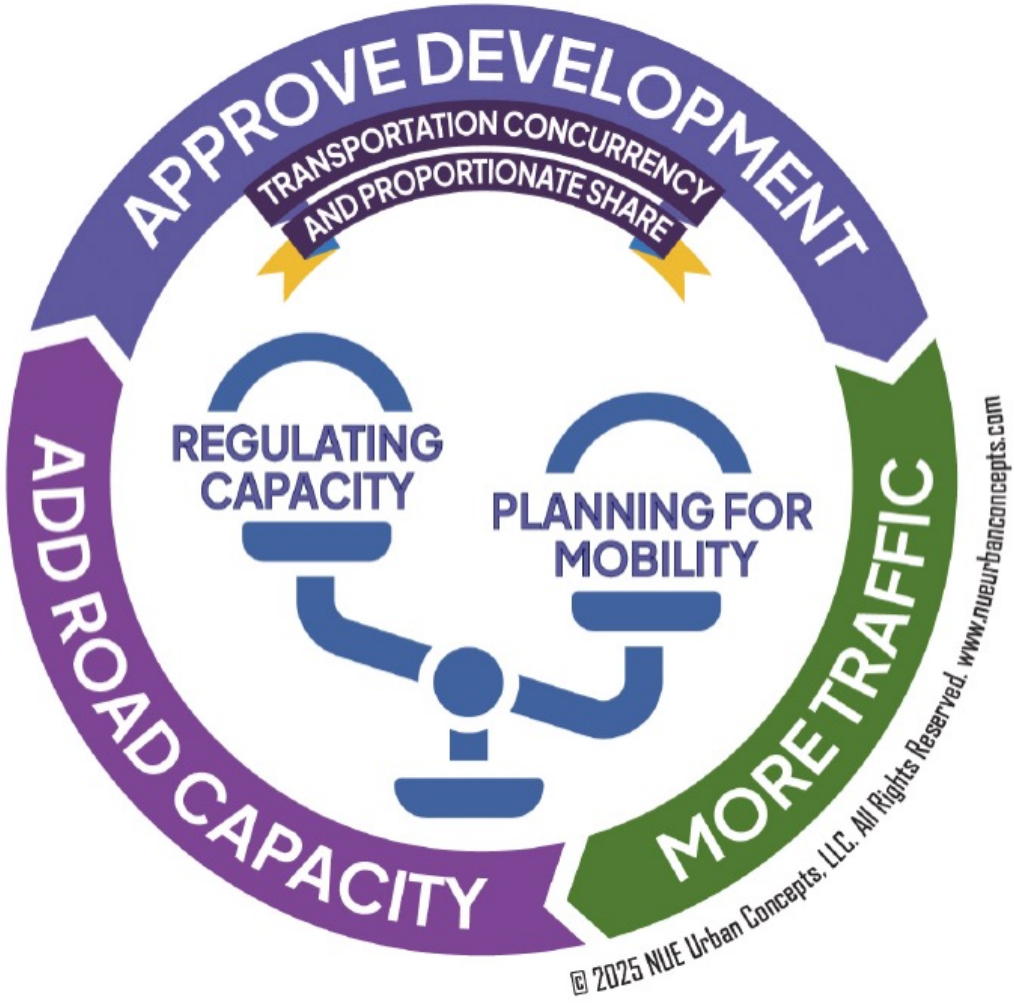
MOVING BEYOND TRANSPORTATION CONCURRENCY

House Bill 479:

Alternative Transportation System

to replace:

- Transportation concurrency
- Proportionate share
- Road impact fees



COMPREHENSIVE PLAN AMENDMENT

1. Incorporate Mobility Plan
2. Intent to adopt Mobility Fee
3. Move beyond Concurrency
4. Plan for Moving People not Counting Cars
5. Cooperative Planning



HOUSE BILL 479: ADOPTED IN 2024

- **Reiterated that any local government can adopt an alternative transportation system, such as a mobility plan & mobility fee, to replace transportation concurrency, proportionate share, and transportation mitigation fees.**

- **Only one mitigation fee may be collected, by the entity issuing building permits, from development in the City to mitigate transportation impacts.**

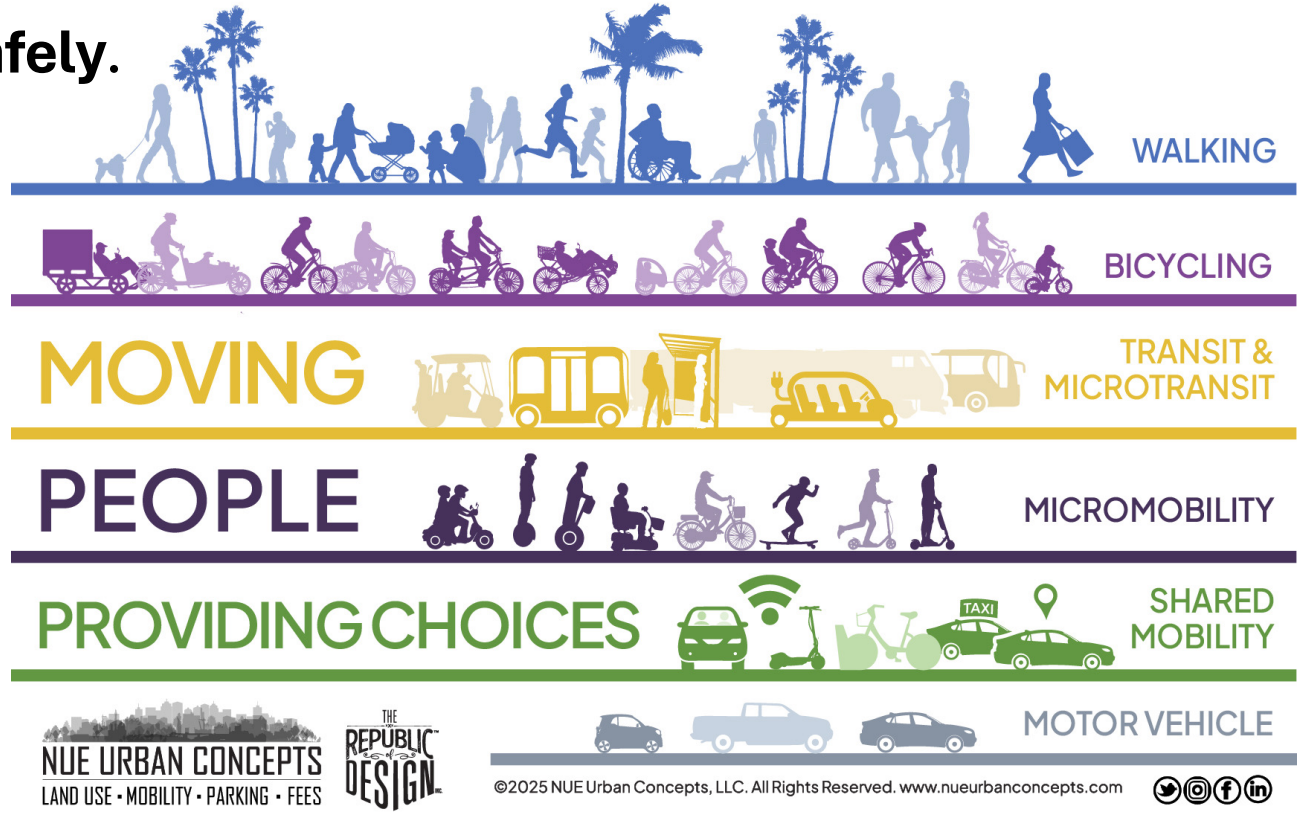
- **Mobility Fee must be based on Mobility Plan projects.**
- **Negotiate interlocal agreement with County based on Mobility Plan projects.**

HOW ARE FEES CURRENTLY ASSESSED?

- Palm Beach County assesses its full Road Impact Fee
- Palm Springs collects the County Road Impact Fee on behalf of the County
- Palm Springs remits the Road Impact Fee to the County
- Palm Beach County funds transportation projects with the Road Impact Fee

WHAT IS A MOBILITY PLAN?

- Vision for the City's transportation system to transition from one focused on moving vehicles quickly to **moving people safely**.
- Required by Florida Statute to serve as basis for development of a **Mobility Fee**.
- **Long-term plan** (2045 horizon)
- Identifies project needs (high-level)



EXISTING MOBILITY FEES AND SIMILAR PROGRAMS IN FLORIDA

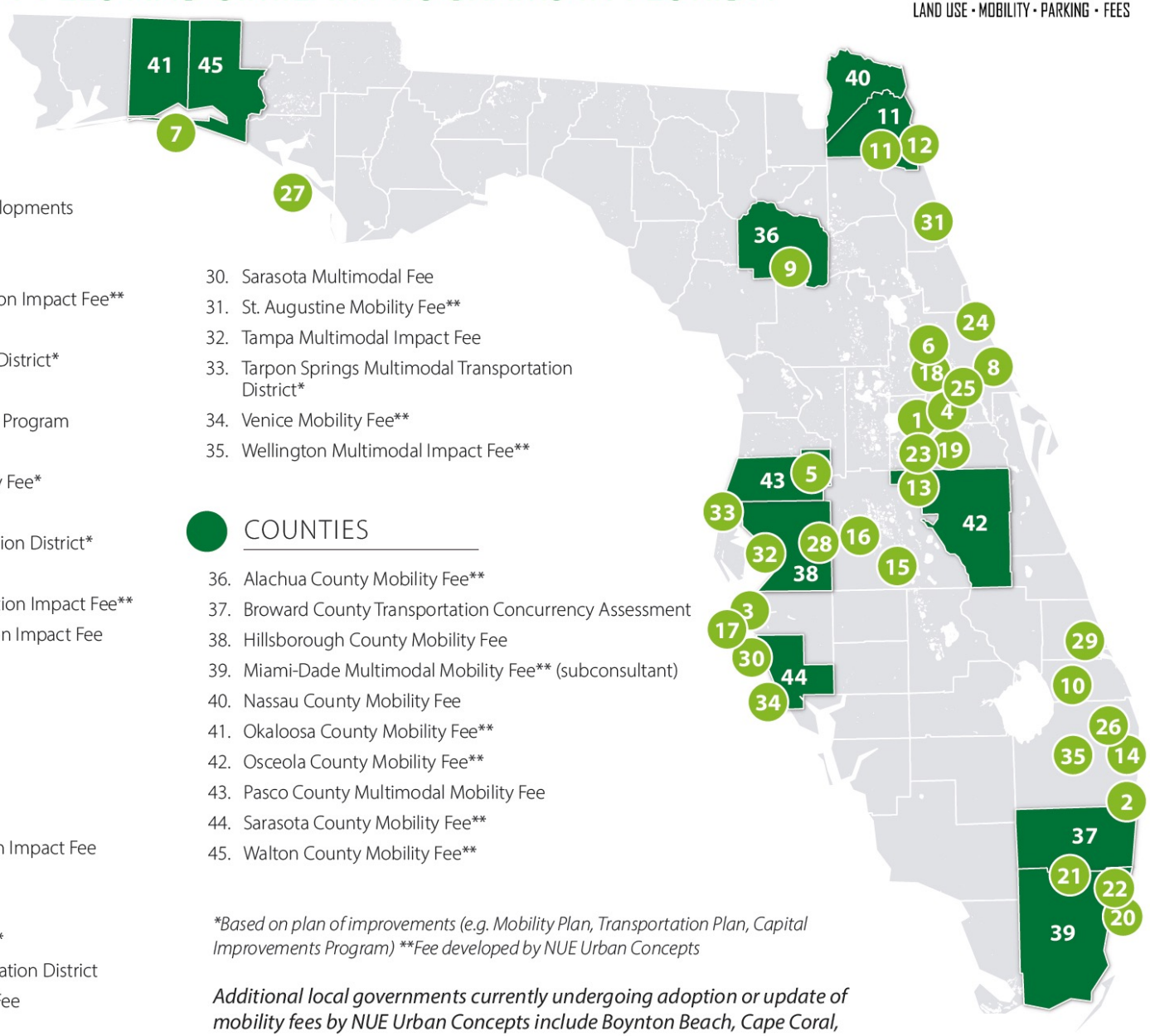
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MUNICIPALITIES

1. Altamonte Springs Mobility Fee**
2. Boca Raton Planned Mobility Developments
3. Bradenton Mobility Fee**
4. Casselberry Mobility Fee
5. Dade City Multimodal Transportation Impact Fee**
6. DeBary Mobility Fee**
7. Destin Multimodal Transportation District*
8. Edgewater Mobility Fee
9. Gainesville Transportation Mobility Program
10. Indiantown Mobility Fee**
11. Jacksonville/Duval County Mobility Fee*
12. Jacksonville Beach Mobility Fee
13. Kissimmee Multimodal Transportation District*
14. Lake Park Mobility Fee**
15. Lake Wales Multimodal Transportation Impact Fee**
16. Lakeland Multimodal Transportation Impact Fee
17. Longboat Key Mobility Fee**
18. Longwood Mobility Fee**
19. Maitland Mobility Fee**
20. Miami Beach Mobility Fee**
21. Miami Lakes Mobility Fee
22. North Miami Mobility Fee**
23. Orlando Multimodal Transportation Impact Fee
24. Ormond Beach Mobility Fee
25. Oviedo Mobility Fee**
26. Palm Beach Gardens Mobility Fee**
27. Panama City Multimodal Transportation District
28. Plant City Transportation Mobility Fee
29. Port St. Lucie Mobility Fee**
30. Sarasota Multimodal Fee
31. St. Augustine Mobility Fee**
32. Tampa Multimodal Impact Fee
33. Tarpon Springs Multimodal Transportation District*
34. Venice Mobility Fee**
35. Wellington Multimodal Impact Fee**

COUNTIES

36. Alachua County Mobility Fee**
37. Broward County Transportation Concurrency Assessment
38. Hillsborough County Mobility Fee
39. Miami-Dade Multimodal Mobility Fee** (subconsultant)
40. Nassau County Mobility Fee
41. Okaloosa County Mobility Fee**
42. Osceola County Mobility Fee**
43. Pasco County Multimodal Mobility Fee
44. Sarasota County Mobility Fee**
45. Walton County Mobility Fee**

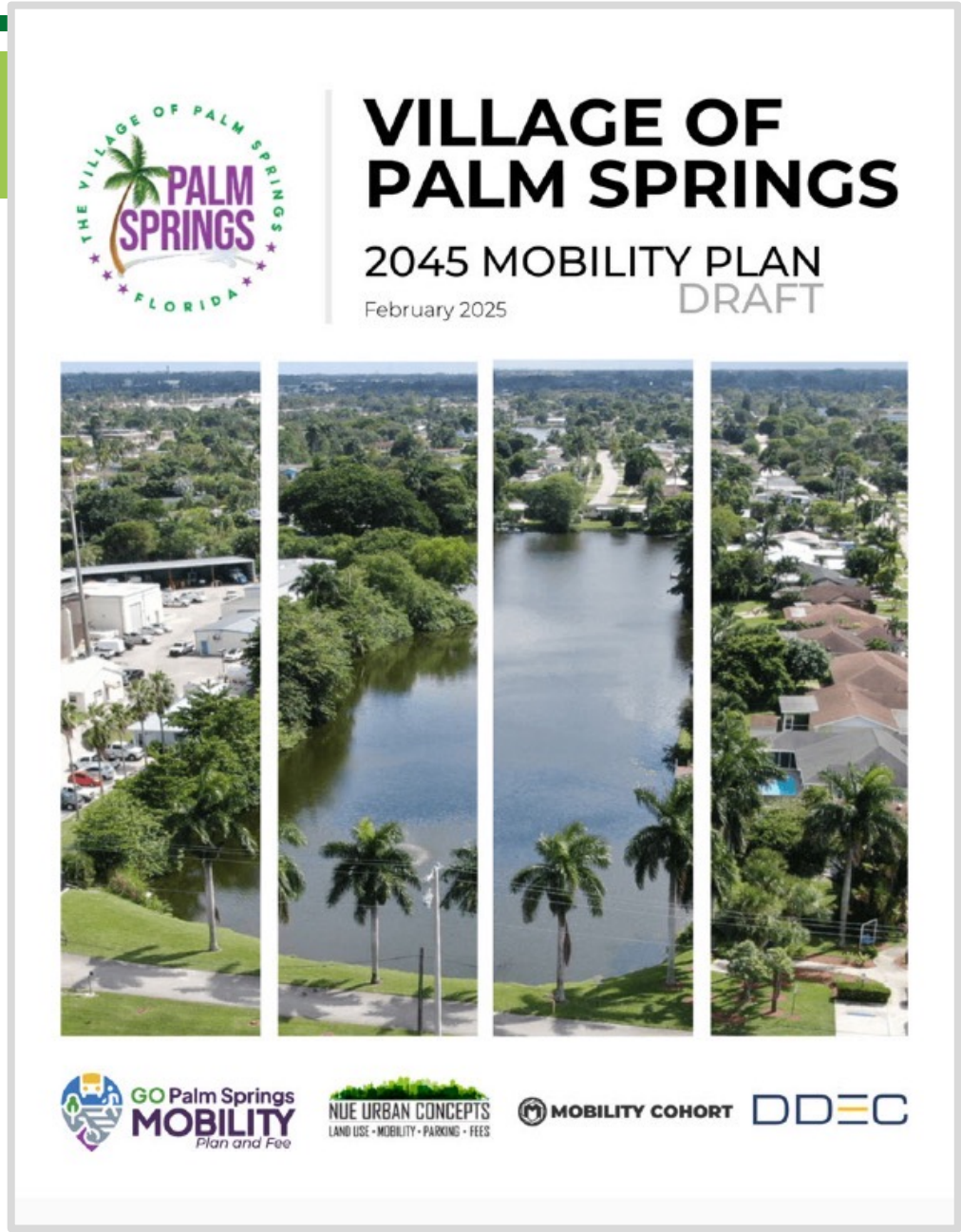


*Based on plan of improvements (e.g. Mobility Plan, Transportation Plan, Capital Improvements Program) **Fee developed by NUE Urban Concepts

Additional local governments currently undergoing adoption or update of mobility fees by NUE Urban Concepts include Boynton Beach, Cape Coral, Crestview, Flagler Beach, Gainesville (Mobility Fee), Lake City, Palm Springs, and West Palm Beach.

2045 MOBILITY PLAN

1. Roadway Plan
2. Multimodal Plan
3. Mobility Plan Programs



ROADWAY PLAN

COMPLETE STREET PROJECTS

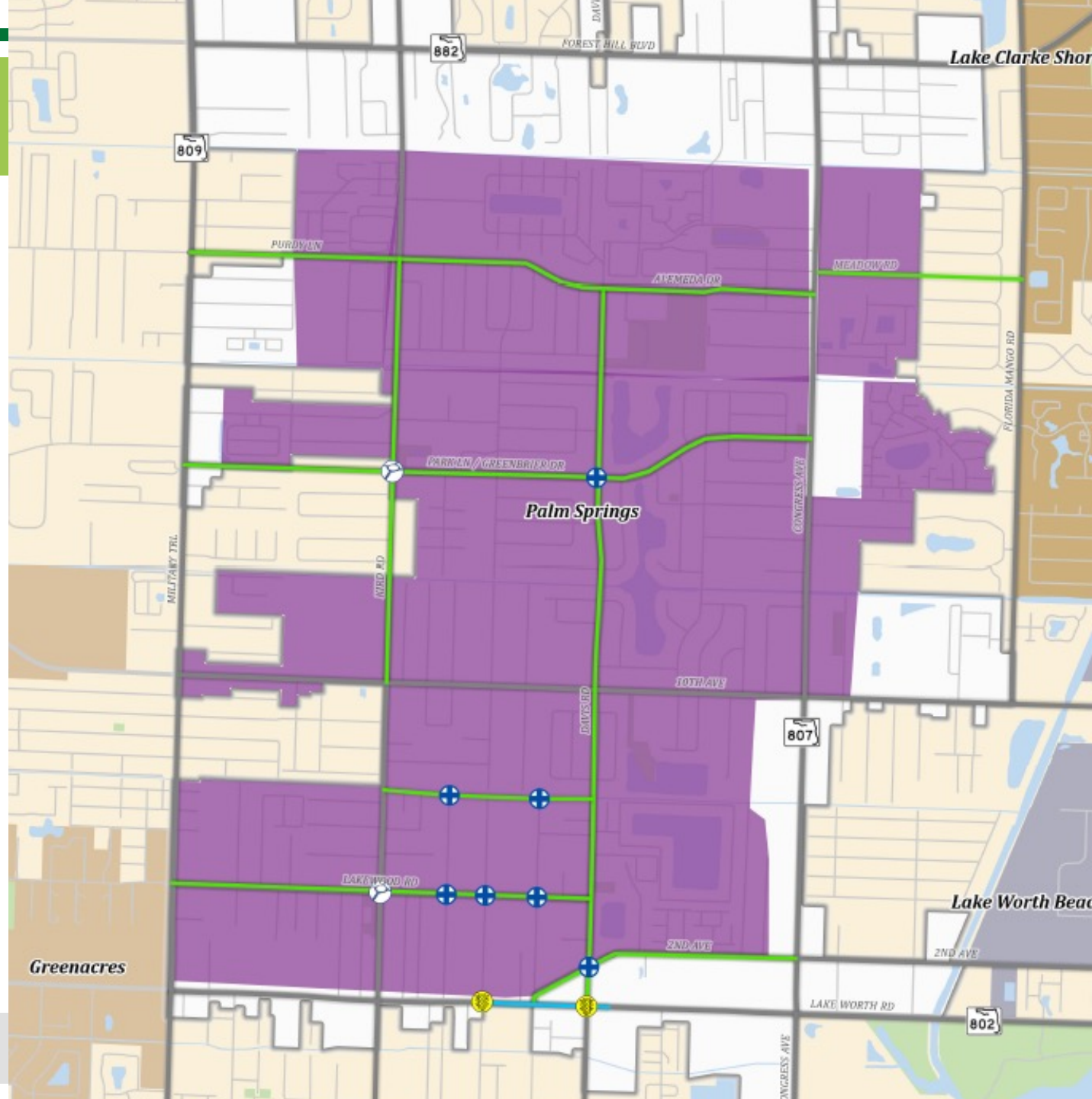
ROAD CAPACITY IMPROVEMENTS

NEW TRAFFIC SIGNAL

NEW ROUNDABOUTS

NEW RAISED INTERSECTIONS

TRAFFIC CALMING



MULTIMODAL PLAN

LANE REPURPOSING

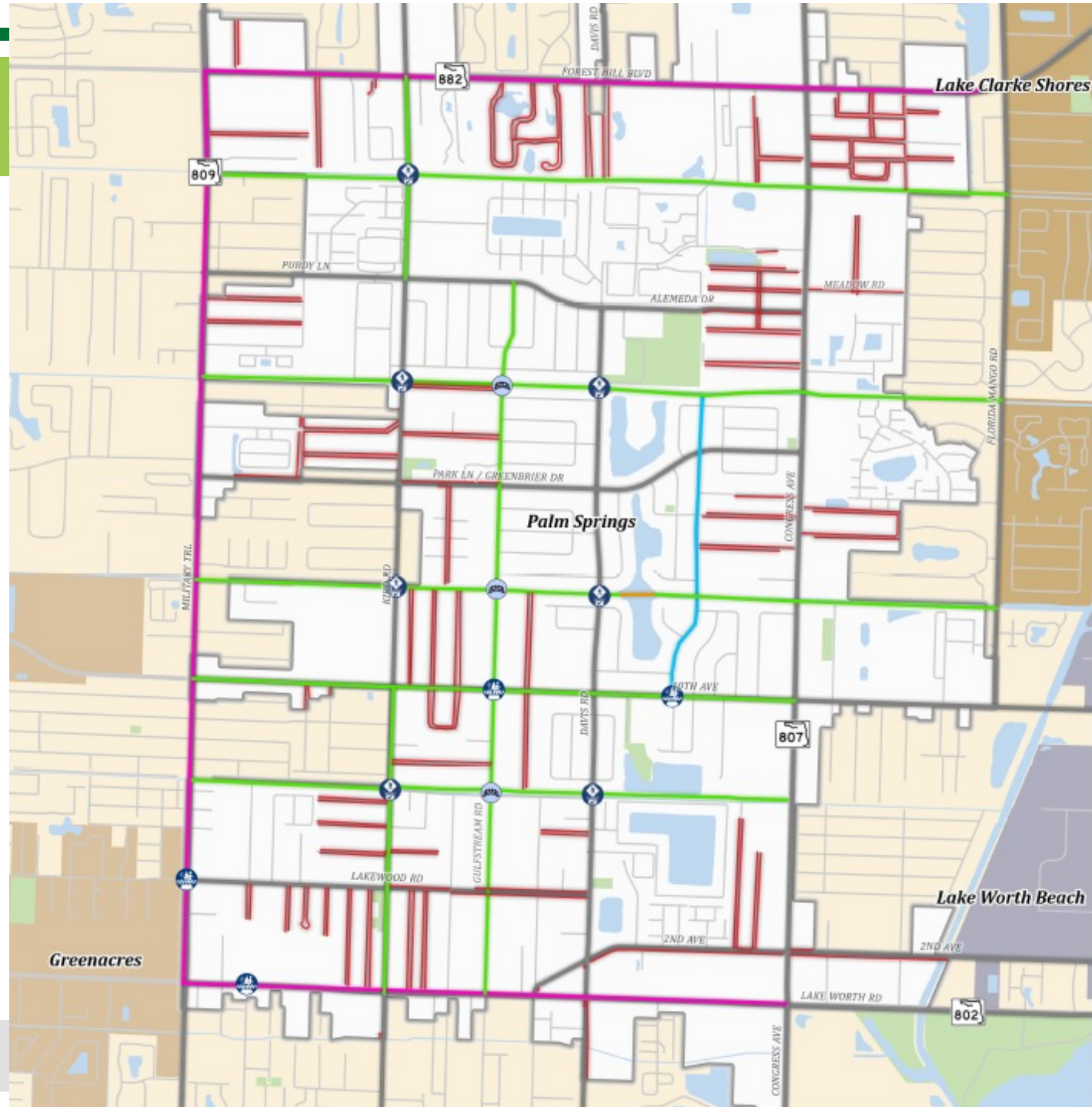
MULTI-USE TRAILS

SIDEWALKS

BOARDWALKS

HIGH VISIBILITY CROSSWALKS

BICYCLE BLVD

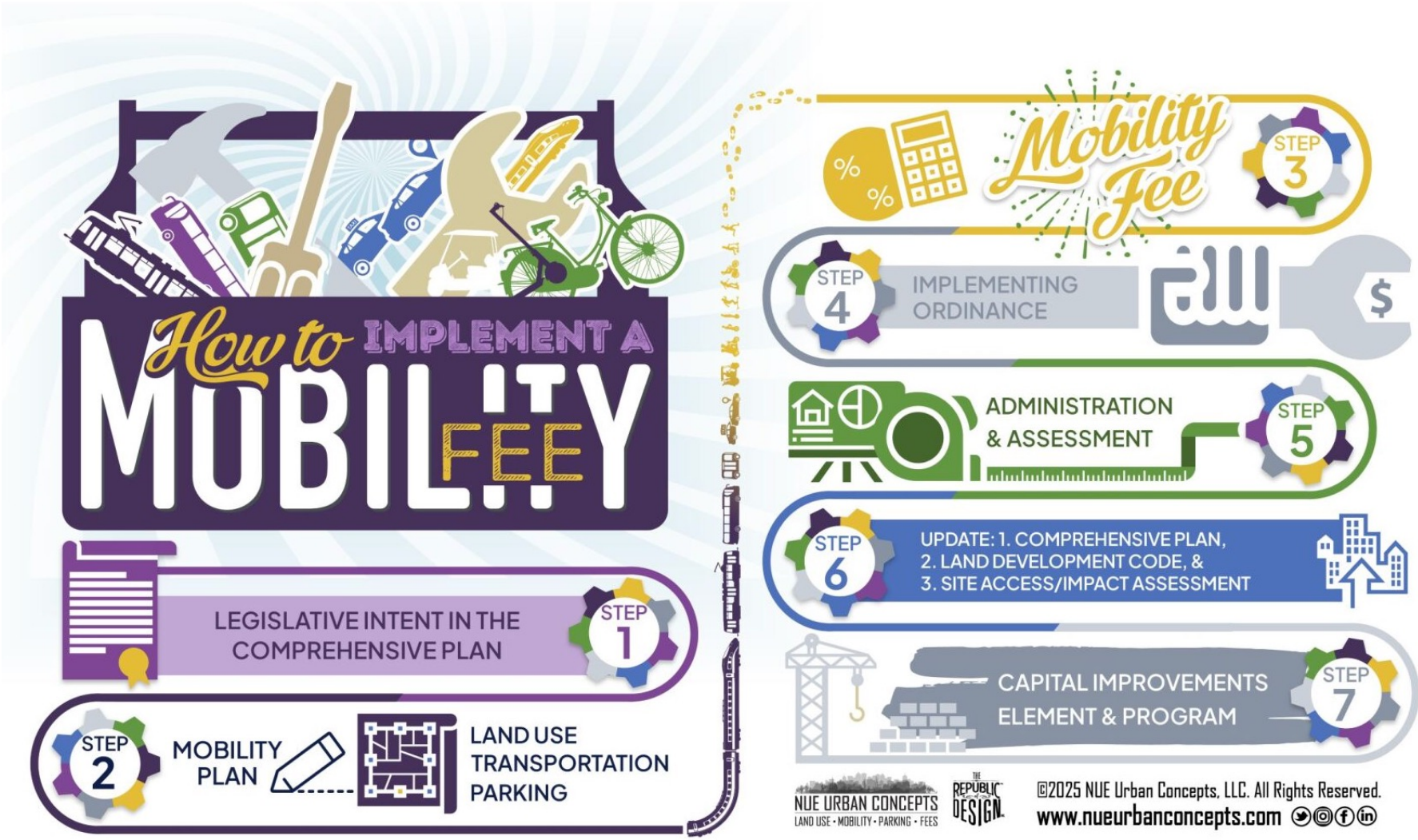


WHAT IS A MOBILITY FEE?

- Intended to replace the County Mobility Fee
- One-time fee paid by (re)development
- Intended to mitigate transportation impact
- Funding source for Mobility Projects
- Funds variety of Multimodal Infrastructure
- Funds policies, programs and services



HOW TO IMPLEMENT A MOBILITY FEE



VILLAGE OF PALM SPRINGS

MOBILITY FEE
TECHNICAL REPORT

JUNE 2025



MOBILITY COHORT

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

futureplan

DDEC

THE REPUBLIC OF DESIGN

VILLAGE OF PALM SPRINGS FLORIDA

DEVELOPMENT OF A MOBILITY PLAN & FEE

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1 REVIEW ADOPTED PLANS
Comprehensive Plan, Long Range Transportation Plan, Special Plans, & Studies

2 ESTABLISH STUDY AREA
Identify Limits of Study Area & Roads to Evaluate

3 UNDERTAKE DATA COLLECTION
Existing Traffic Characteristics, Infrastructure, & Mobility Services

4 PROJECT FUTURE GROWTH
Existing & Future Demographics, Vehicle Miles of Travel & Person Miles of Travel
(Legal Test: The first component of the dual rational nexus test is to demonstrate need)

5 IDENTIFY MOBILITY PROJECTS
Improvements, Programs & Services such as: Sidewalks, multi-use trails, cycle tracks, traffic calming, pedestrian safety and intersection improvements, multimodal crossings, pedestrian bridges, raised intersections, roundabouts,wider roads, and microtransit

6 PREPARE MOBILITY PROJECT COST
Planning Level Cost Estimates

7 DEVELOP MOBILITY PLAN
Mobility Projects, Planning Level Cost, & Person Miles of Capacity
(Florida Statute Requirement: Mobility Fees required to be based on a Mobility Plan)

8 EVALUATE EXISTING CONDITIONS
Calculate Vehicle Miles of Travel & Capacity
(Legal Test: Demonstrate growth is not paying for existing backlog / deficiency)

9 IDENTIFY FUNDING
Existing, Programmed & Reasonably Anticipated Funding Sources

10 CONDUCT NEW GROWTH EVALUATION
Mobility Plan Cost Attributable to New Growth
(Legal Test: Demonstrate new growth is not paying more than its attributable share of mobility plan project cost)

11 CALCULATE PERSON MILES OF CAPACITY RATE
PMC Rate Attributable to New Growth
(Legal Test: Demonstrate that the cost of mobilty projects is attributable and assignable to new growth)

12 ESTABLISH MOBILITY FEE SCHEDULE OF USES
Palm Springs Specific Schedule of Uses

13 ESTABLISH ASSESSMENT AREA
Defined Area for Mobility Fee Assessment

14 CALCULATE PERSON TRAVEL DEMAND
Trip Generation, % New Trips, Vehicle Trip Length, Limited Access, Origin/Destination, and Person Miles of Travel Factors
(Legal Test: Demonstrate that the fee is roughly proportional to the impact of new growth)

15 CALCULATE MOBILITY FEE PER USE
Mobility Fee per Specific Use

16 ESTABLISH BENEFIT DISTRICT
Defined Area for Mobility Fee Expenditure
(Legal Test: The second component of the dual rational nexus test is to demonstrate benefit)

17 DEVELOP TECHNICAL REPORT
Document Data Sources and Methodology
(Demonstrate that the Mobility Plan & calculated Mobility Fee meet legal and statutory requirements

18 DEVELOP IMPLEMENTING ORDINANCE
Establish Findings, Specify Assessments, Exemptions, Credits, Off-Sets, Independent & Special Studies, Collection, Expenditure, Refunds, Annual Reporting, & Updates
(Demonstrate legal & statutory compliance)

MOBILITY FEE CALCULATIONS

Person Miles of Capacity rate (PMCr)

∑ PLC = (∑ RPc + ∑ MPc + ∑ MPPc)

∑ AF = (∑ RPf + ∑ MPf + ∑ MPPf + ∑ OSf)

PLCa = (∑ PLC - ∑ AF)

MPCa = ((PLCa x ECEf) x NGEf)

PMCr = (MPCa / PMCi)

Where:

PLC	=	Planning Level Cost (Table 6)
AF	=	Anticipated Funding (Table 7)
c	=	Cost
f	=	Funding
RP	=	Roadway Plan (Appendix G)
MP	=	Multimodal Plan (Appendix H)
MPP	=	Mobility Programs Plan (Appendix I)
OS	=	Other Sources (Table 7)
PLCa	=	Attributable Cost of Mobility Plan Projects (Table 9)
ECEf	=	Existing Conditions Evaluation factor of 1.00 (Table 5)
NGEf	=	New Growth Evaluation factor of 0.99 (Table 8)
MPCa	=	Assignable Cost of Mobility Plan Projects (Table 9)
PMCi	=	Person Miles of Capacity increase (Table 6)
PMCr	=	Person Miles of Capacity Rate (Table 9)

Prepared by NUE Urban Concepts, LLC

Person Miles of Travel increase (PMTi)

∑ VMTtp = (∑ VTtp x VTLtp)

∑ PMTtp = (∑ PTtp x PTLtp)

PMTf = (∑ of PMTtp / ∑ of VMTtp)

VMTi = (2045 VMT - 2025 VMT)

PMTi = (VMTi x PMTf)

Where:

∑ VTtp	=	Sum of Vehicle Trips by trip purpose (Appendix E)
∑ PTtp	=	Sum of Person Trips by trip purpose (Appendix E)
VTLtp	=	Average Vehicle Trip Length by trip purpose (Appendix E)
PTLtp	=	Average Person Trip Length by trip purpose (Appendix E)
VMT	=	Vehicle Miles of Travel
PMT	=	Person Miles of Travel
∑ VMTtp	=	Sum of Vehicle Miles of Travel by trip purpose (Appendix E)
∑ PMTtp	=	Sum of Person Miles of Travel by trip purpose (Appendix E)
PMTf	=	Person Miles of Travel factor of 1.54 (Appendix E)
VMTi	=	Vehicle Miles of Travel Increase (Table 2)
PMTi	=	Person Miles of Travel increase (Table 3)

Prepared by NUE Urban Concepts, LLC

PERSON TRAVEL DEMAND PER USE (PTDu)

Person Travel Demand per use (PTDu)

VMTu = ((((TG x % NEW) x VTl) x LAEf) x ODf)

PTDu = (VMTu x PMTfu)

Where:

VMTu = Vehicle Miles of Travel per use (Appendix K)

TG = Trip Generation (Appendix J)

%NEW = Percent of Trips that are Primary Trips (Appendix K)

VTl = Vehicle Trip Length by Trip Purpose (Appendix K)

LAEf = Limited Access Evaluation factor of 0.754 (Table 10)

ODf = Origin and Destination Factor of 0.50 (Appendix K)

PTDu = Person Travel Demand per use (Appendix K)

PMTfu = Person Miles Travel factor per use (Appendix K)

Prepared by NUE Urban Concepts, LLC

Trip Generation (TG): 5.62

% New Trips (%NT): 1.00

Vehicle Trip Length (VTl): 3.86

Limited Access Adjustment factor (LAEF): 0.754

Origin & Destination Factor (ODf): 0.50

Vehicle Miles of Travel (VMT): 8.18

Person Miles of Travel factor (PMTF): 1.61

Person Travel Demand (PTD): 13.17

((((TG x % NT) x VTl) x LAEf) x ODf) = VMT; (VMT x PMTf) = PTDu

((((5.62 x 1.00) x 3.86) x 0.754) x 0.50) = 8.18; (8.18 x 1.61) = 13.17

MOBILITY FEE SCHEDULE

Mobility Fee per use (MFu)

MFu = (PTDu x PMCr)

MFau = (MFu x UMu)

Where:

MFu = Mobility Fee per use (Appendix N)

PTDu = Person Travel Demand per use (Appendix K)

PMCr = Person Miles of Capacity Rate (Table 9)

MFau = Mobility Fee assessed per use

UMu = Unit of Measure per Use (Appendix N)

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Mobility Fee Schedule

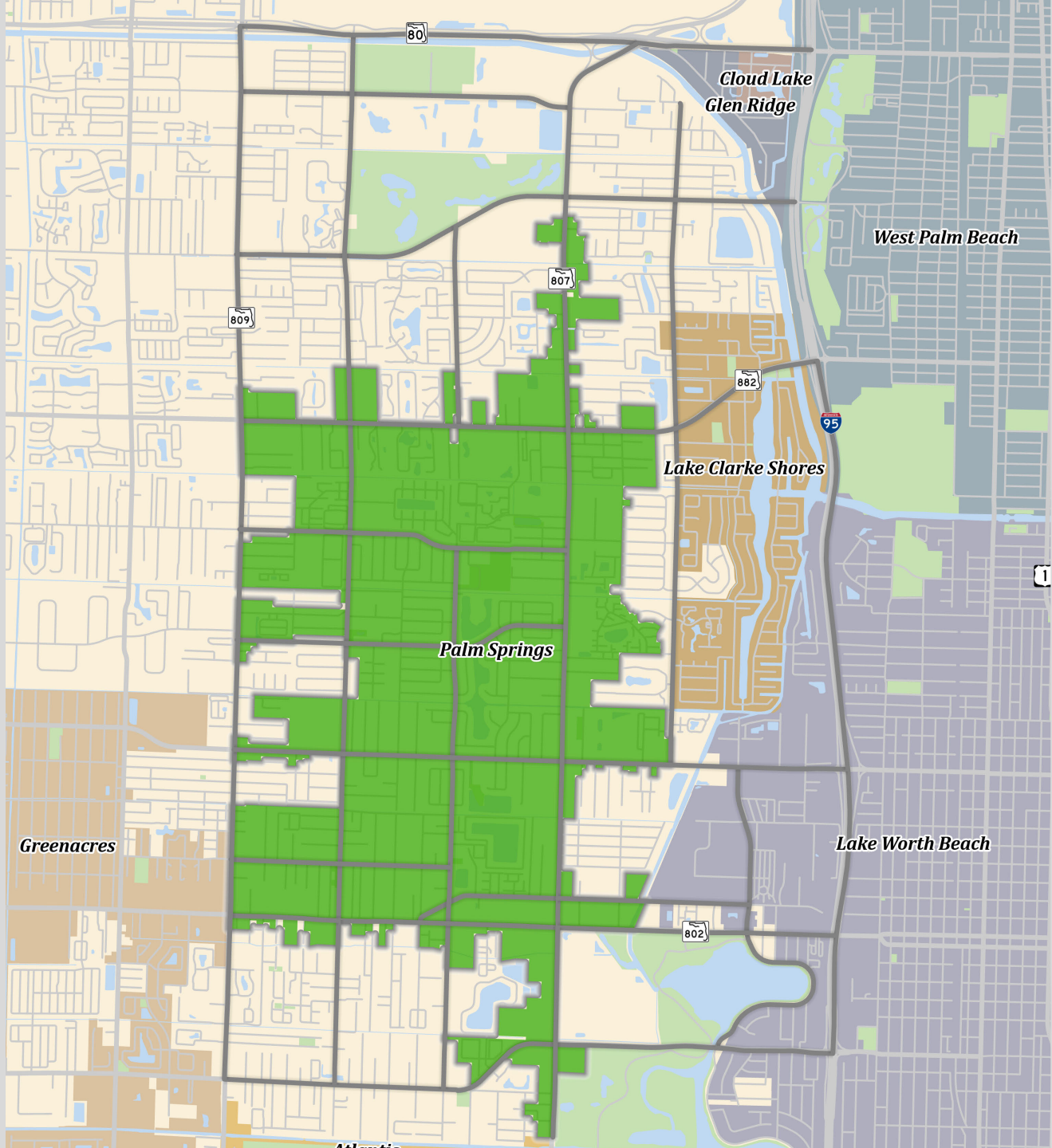
(for reference only: details to follow)

VILLAGE OF PALM SPRINGS MOBILITY FEE		
LAND USE CATEGORIES (DARK GREY), USE CLASSIFICATIONS, & REPRESENTATIVE USES (IN PARENTHESES)	UNIT OF MEASURE (UOM)	2025 MOBILITY FEE
Residential Uses		
Residential Dwelling (attached, detached, duplex, group, row, multiple-family, single-family)	per 1,000 Sq. Ft.	$4,437
Institutional Uses		
Community Serving (Center, Club, Clubhouse, Lodge, Museum, Performance Venues, Place of Assembly or Worship)	per 1,000 Sq. Ft.	$2,450
Long Term Care (Adult Day Care, Assisted Living, Continuum of Care Facility, Group Care, Nursing Home)	per 1,000 Sq. Ft.	$3,472
Private Education (Afterschool, Child Care or Day Care, K-12, Pre-K, Trade School, Tutor)	per 1,000 Sq. Ft.	$4,573
Commercial Recreation Facility Uses		
Outdoor Recreation (Courts, Fields, Fitness, Golf, Multi-Purpose, Sports)	per Acre	$23,029
Indoor Recreation (Fitness, Gym, Health, Indoor Amusement, Entertainment or Sports, Kids Activities or Fitness)	per 1,000 Sq. Ft.	$14,610
Industrial Uses		
Industrial (Heavy, Flex-Unit, Light, Micro-brewery, Self or Outdoor Storage, Utilities)	per 1,000 Sq. Ft.	$2,408
Office Uses		
Business (Business, Profession and Occupation, Business or Professional Service, Higher Education, Hospital)	per 1,000 Sq. Ft.	$6,045
Medical or Dental (Clinic, Dental, Health Service, Laboratory, Emergency Care, Rehab, Veterinary)	per 1,000 Sq. Ft.	$14,089
Retail Sales and Service Uses		
Retail (Discount, Large Scale, Nursery, Personal Services, Sales & Services, Superstore, Variety, Vehicle Sales)	per 1,000 Sq. Ft.	$9,134
High Impact Retail (Drinking Establishment, Financial Service, Full Service Restaurant, Grocery, Package Liquor, Pharmacy)	per 1,000 Sq. Ft.	$19,884
Convenience Retail (Convenience Store, Gas or Service Station)	per 1,000 Sq. Ft.	$37,851
Quick Service Restaurant (Carry Out, Delivery Oriented, Drive-In, Fast Casual, Fast Food)	per 1,000 Sq. Ft.	$49,438
Non-Residential Additive Uses (All uses are additive except mobile residence and overnight lodging)		
Automotive Repair Establishment (Major or Minor Repair, Tires)	per Bay or Stall	$7,733
Commercial Use Drive-Thru (Convenience, Dry Cleaner, High Impact Retail, Retail)	per Lane	$23,424
Financial Service Drive-Thru Lane or Free-Standing ATM (Banks, Credit Unions, Other Financial)	per Lane / ATM	$23,836
Overnight Lodging (B&B, Hotel, Motel, Short Term Vacation Rental)	per Room	$4,213
Quick Service Restaurant Drive Thru	per Lane	$53,077
Mobile Residence (Mobile Home (MH), Recreational Vehicle (RV), Travel Trailer (TT), MH, RV, and / or TT Park)	per Space / Lot	$3,529
Vehicle Charging or Fueling (Commercial Facility which requires Membership or Payment)	per Charging or Fueling Position	$16,196
Vehicle Cleaning (Automated, Carwash, Detailing, Self-Service, Wash, Wax)	per Lane or Stall plus per five (5) Stations	$27,919
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ASSESSMENT AREA



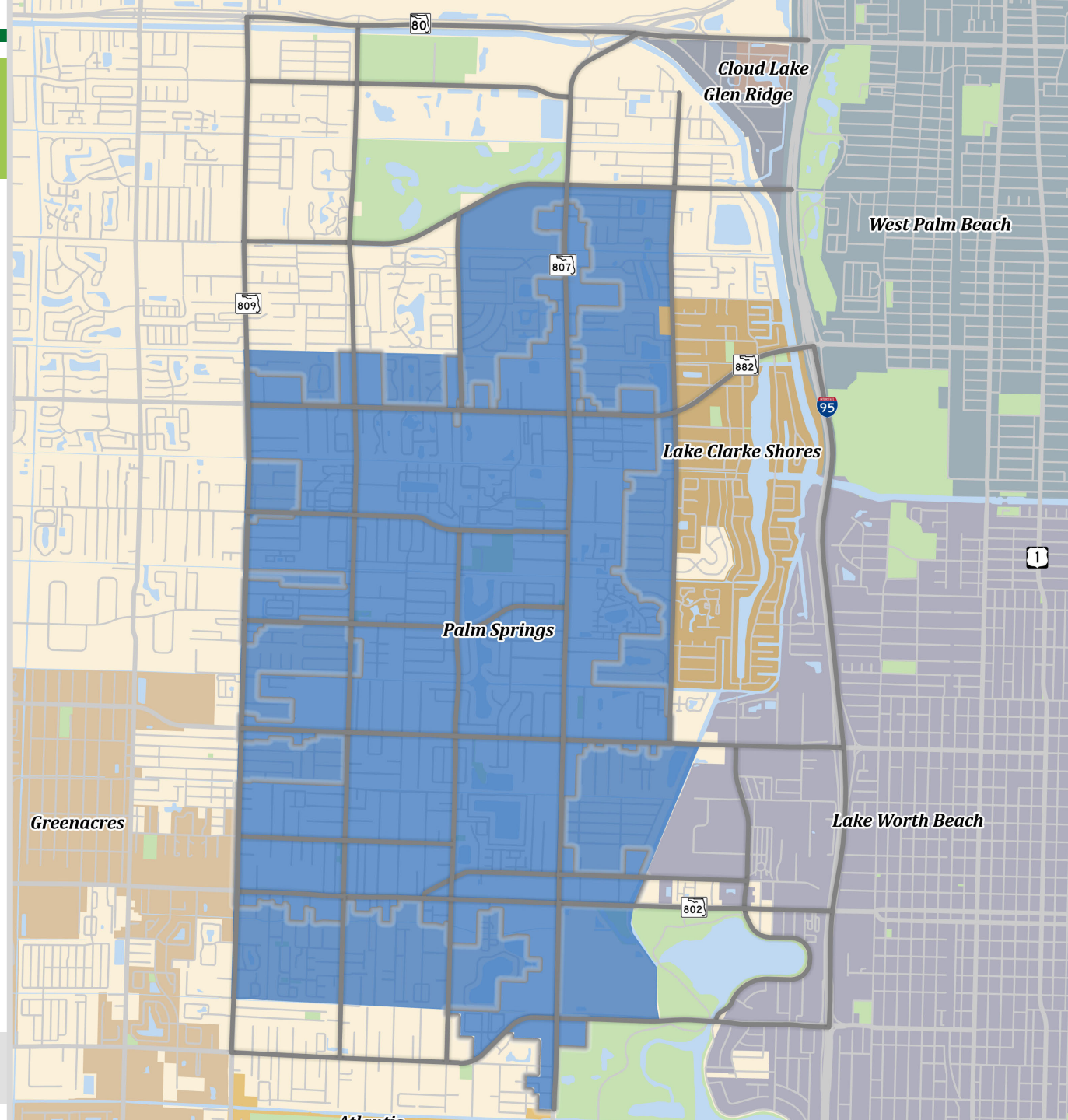
VILLAGE OF PALM SPRINGS



BENEFIT DISTRICT



VILLAGE OF PALM SPRINGS



MOBILITY FEE SCHEDULE - RESIDENTIAL

RESIDENTIAL USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Residential Dwelling (attached, detached, duplex, group, row, multiple-family, single-family)	per 1,000 Sq. Ft.	$3,659	$5,597.40	-34.6%
Single Family Detached **Example** (1,500 sq. ft.)	per 1,000 Sq. Ft.	$5,489	$5,597.40	-1.9%
Mult-Family Residential Apartment **Example** (900 sq. ft.)	per 1,000 Sq. Ft.	$3,293	$3,537.80	-6.9%

MOBILITY FEE SCHEDULE - INSTITUTIONAL

INSTITUTIONAL USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Community Serving (Center, Club, Clubhouse, Lodge, Museum, Performance Venues, Place of Assembly or Worship)	**per 1,000 Sq. Ft.**	**$2,598**	**$2,673.60**	**-2.8%**
Long Term Care (Adult Day Care, Assisted Living, Continuum of Care Facility, Group Care, Nursing Home)	**per 1,000 Sq. Ft.** Per Bed (PBC)	**$2,863**	**$677.02**	***322.9%***
Assisted Living Facility - EXAMPLE Example (County conversion to per 1,000 sq. ft. based on 4 beds per 1,000 sq. ft.)	**per 1,000 Sq. Ft.**	***$3,771***	**$2,708.08**	***11.4%***
Private Education (Afterschool, Child Care or Day Care, K-12, Pre-K, Trade School, Tutor)	**per 1,000 Sq. Ft.** Per Student (PBC)	**$3,771**	**$530.10**	***611.4%***
Private Education - EXAMPLE Example (County conversion to per 1,000 sq. ft. based on 7 students per 1,000 sq. ft.)	**per 1,000 Sq. Ft.**	***$3,771***	**$3,710.70**	***1.6%***

MOBILITY FEE SCHEDULE - COMMERCIAL

COMMERCIAL RECREATION FACILITY USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Outdoor Recreation (Courts, Fields, Fitness, Golf, Multi-Purpose, Sports)	per Acre	$18,992	$12,196.40	55.7%
Outdoor Recreation Example (County conversion to acres based on 2 courts per acre)	per Acre per Court (PBC)	*$18,992*	$24,392.80	-22.1%
Indoor Recreation (Fitness, Gym, Health, Indoor Amusement, Entertainment or Sports, Kids Activities or Fitness)	per 1,000 Sq. Ft.	$13,770	$14,425.75	-4.5%

MOBILITY FEE SCHEDULE - INDUSTRIAL

INDUSTRIAL USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Industrial (Heavy, Flex-Unit, Light, Micro-brewery, Self or Outdoor Storage, Utilities)	**per 1,000 Sq. Ft.**	**$1,986**	**$1,987.75**	***-0.1%***

MOBILITY FEE SCHEDULE - OFFICE

OFFICE USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Business (Business, Profession and Occupation, Business or Professional Service, Higher Education, Hospital)	per 1,000 Sq. Ft.	$4,362	$4,464.26	-2.3%
Medical or Dental (Clinic, Dental, Health Service, Laboratory, Emergency Care, Rehab, Veterinary)	per 1,000 Sq. Ft.	$9,960	$10,308.45	-3.4%

MOBILITY FEE SCHEDULE - RETAIL

RETAIL SALES AND SERVICE USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Retail (Discount, Large Scale, Nursery, Personal Services, Sales & Services, Superstore, Variety, Vehicle Sales)	per 1,000 Sq. Ft.	$7,533	$7,906.85	-4.7%
High Impact Retail (Drinking Establishment, Financial Service, Full Service Restaurant, Grocery, Package Liquor, Pharmacy)	per 1,000 Sq. Ft.	$13,666	$14,836.87	-7.9%
Convenience Retail Convenience Store, Gas or Service Station)	per 1,000 Sq. Ft.	$43,449	$48,334.10	-10.1%
Quick Service Restaurant (Carry Out, Delivery Oriented, Drive-In, Fast Casual, Fast Food)	per 1,000 Sq. Ft.	$40,773	$40,105.46	1.7%

MOBILITY FEE SCHEDULE – NON-RESIDENTIAL

NON-RESIDENTIAL USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Automotive Repair Establishment (Major or Minor Repair, Tires)	per Bay or Stall	$6,378	$6,340.97	0.6%
Commercial Use Drive-Thru (Convenience, Dry Cleaner, High Impact Retail, Retail)	per Lane	$16,099	--	
Financial Service Drive-Thru Lane or Free-Standing ATM (Banks, Credit Unions, Other Financial)	per Lane / ATM	$19,658	--	
Overnight Lodging (B&B, Hotel, Motel, Short Term Vacation Rental)	per Room	$3,040	$2,329.67	30.5%

MOBILITY FEE SCHEDULE – NON-RESIDENTIAL

NON-RESIDENTIAL USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Quick Service Restaurant Drive Thru	per Lane	$43,774	--	
Mobile Residence Mobile Home (MH), Recreational Vehicle (RV), Travel Trailer (TT), MH, RV, and / or TT Park)	per Space / Lot	$2,037	$1,970.30	*3.4%*
Vehicle Charging or Fueling (Commercial Facility which requires Membership or Payment)	per Charging or Fueling Position	$9,736	$7,954.35	*22.4%*
Vehicle Cleaning (Automated, Carwash, Detailing, Self-Service, Wash, Wax)	per Lane or Stall plus per five (5) Stations	$15,351	$6,913.15	*122.1%*

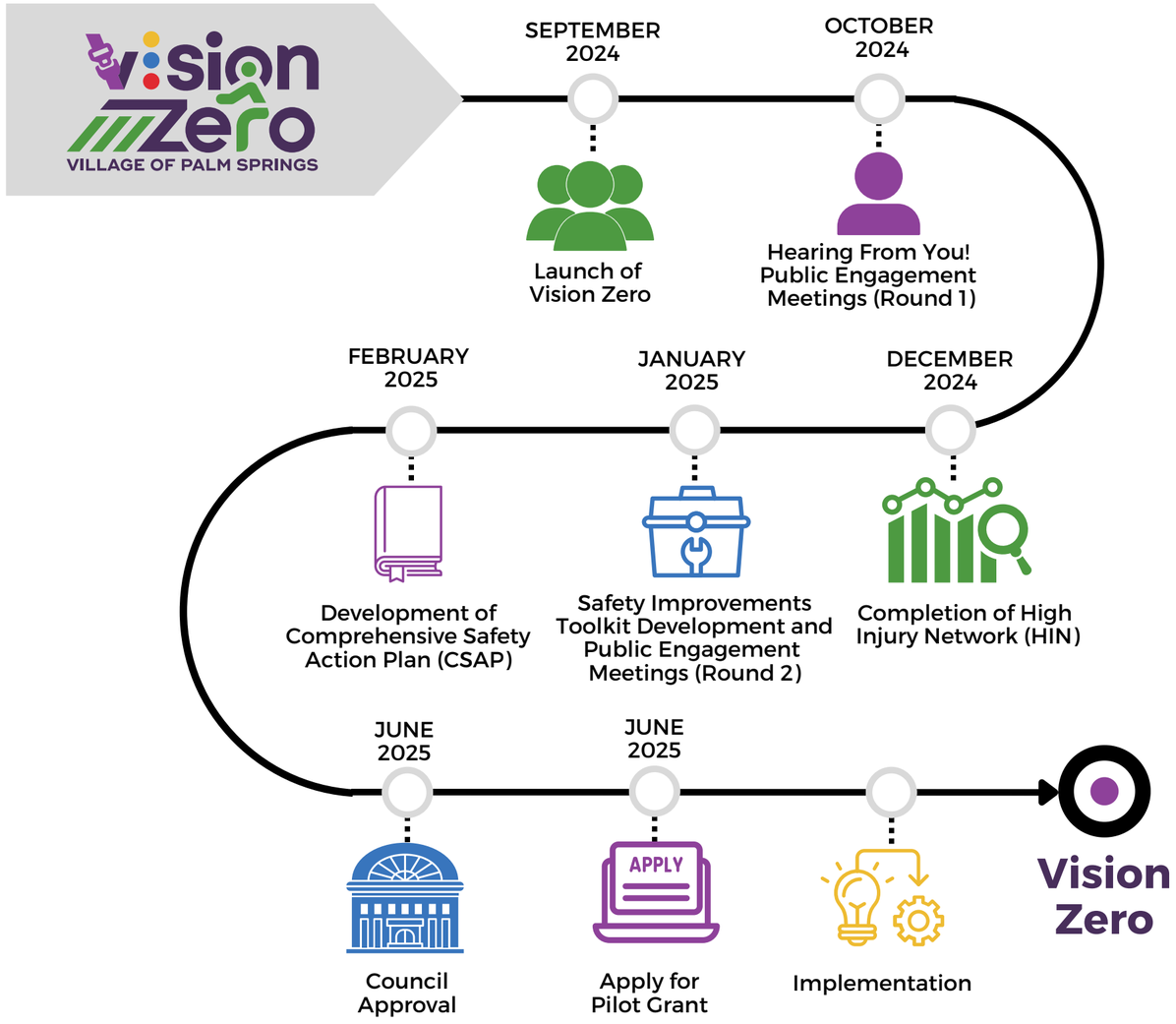
NEXT STEPS

- Consider Comprehensive Plan Amendment (Adoption)
- 1st Reading of the Mobility Plan & Fee Ordinance (Provide Any Direction)
- 2nd Reading of the Ordinance (Adoption) – Schedule for July 10
- Best efforts to negotiate an Interlocal Agreement with the County

(Interlocal will be ongoing effort with County)

Vision Zero Action Plan

VILLAGE OF PALM SPRINGS VISION ZERO



THE VILLAGE OF PALM SPRINGS FLORIDA

2025 DRAFT VISION ZERO ACTION PLAN

VILLAGE OF PALM SPRINGS

Vision Zero VILLAGE OF PALM SPRINGS



VILLAGE OF PALM SPRINGS VISION ZERO

Vulnerable Roadway Users (VRU)

18,101 Total Crashes



94.4% Motor Vehicle

2.4% Pedestrian · 1.2% Motorcycle · 2.0% Bicyclist

48.1% Motor Vehicle

22.9% Pedestrian · 18.7% Motorcycle · 10.3% Bicyclist

A total **18,101** crashes occurred on the Village of Palm Spring Streets **between 2014 and 2024**

37 Killed

254 Seriously Injured

17,070 Motor Vehicles

438 Pedestrians

368 Cyclists

225 Motorcycles



VILLAGE OF PALM SPRINGS VISION ZERO

Safe Systems Element



Source: FHWA.

Exhibit A: Crash Fatalities at Higher Speeds



Higher speeds reduce not only the sight distance but also the reaction time a driver needs to avoid collision.

Exhibit B: Field of View at Different Speeds

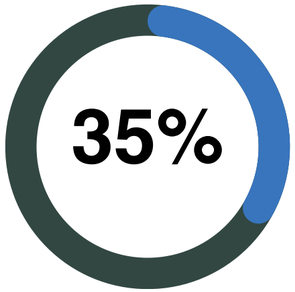


Impact of Vehicle Speed on Safety & Driver Visibility

Data Analysis and Comparison

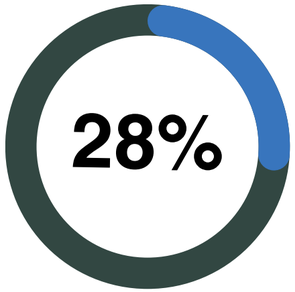
VILLAGE OF PALM SPRINGS VISION ZERO

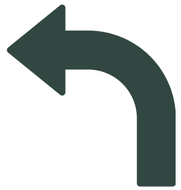
Common Fatal and Serious Injury Crash Types



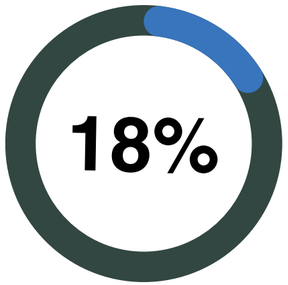


Rear End





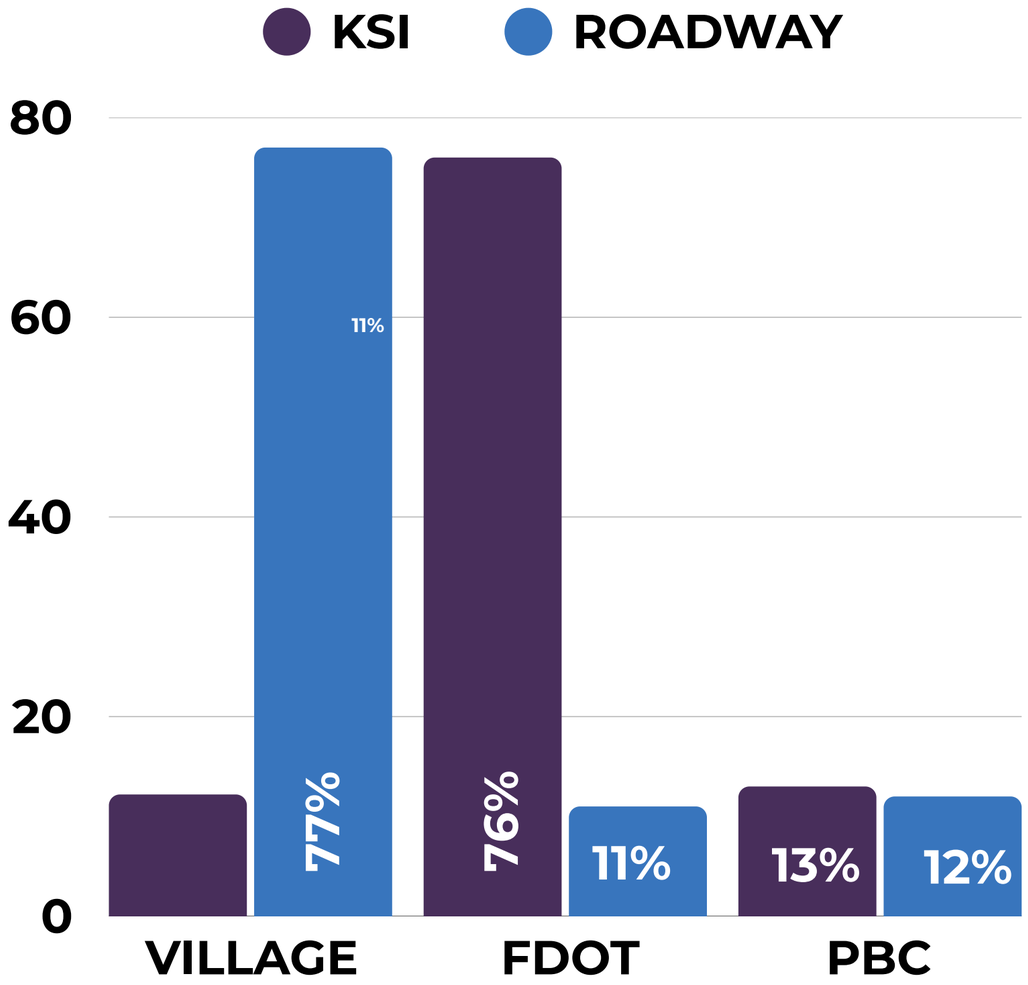
Left Turn





Right Angle

Exhibit K: Crash Rate Table



VILLAGE OF PALM SPRINGS VISION ZERO

Community Engagement

Hispanic Heritage Festival



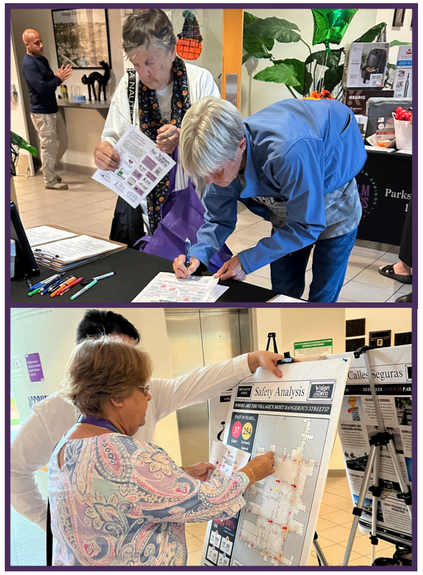
9/21/2024

Spooky Springs Halloween Trunk or Treat



10/19/2024

Senior Citizen Health Expo



10/30/2024

Village Tree Lighting Event



12/7/2024

81.6% travel by **driving**

34% travel by **walking**

31%

Insufficient Transportation Options

- **Safety Perceptions -**
  - Distraction (59% high/very high)
  - Speeding (53% high/very high)
  - Motorists (42% high/very high)
- **Respondents felt safest driving, least safe biking**

Public Information

VILLAGE OF PALM SPRINGS VISION ZERO











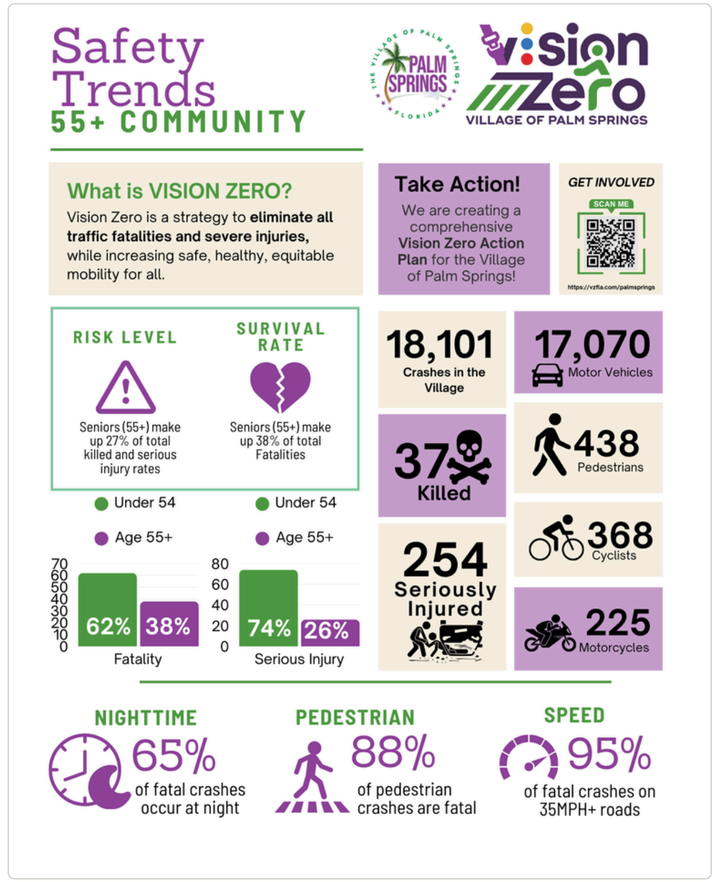


Exhibit F: 55+ Safe Trends Handout

VISIONZERO FLORIDA

At the Tree Lighting events on December 9, 2024, the project team collected a total of 118 signatures for the safety pledge. Additionally, a digital pledge is available on the VZFLA website.

Exhibit H: Vision Zero Pledge



Vision Zero Action Plan Overview

VILLAGE OF PALM SPRINGS VISION ZERO



SAFER ROADS

Update Roadway Engineering and Design Standards and Land Development Code

Pursue Safe Routes to Schools Funding, especially for Palm Springs Elementary School and C.O. Taylor/Kirklane Elementary School



SAFER SPEEDS

Work with Palm Beach County and FDOT to reduce target speeds on Military Trl, Congress Ave, 10th Ave, Kirk Rd, Lake Worth Rd, Forest Hill Blvd

Evaluate the Feasibility of Deploying “Twenty is Plenty” Speed Limit Strategy



SAFER ROAD USERS

Evaluate Implementation of “Crosswalks to Classrooms” Program

Conduct High Visibility Enforcement Operation/ Educational Traffic Stop Program



SAFER VEHICLES

Consider Emerging Vehicle Safety and Connected Vehicle Technology When Purchasing New Fleet Vehicles

Publicize The Availability Of The “SaferCar” Phone Application For Recall Notifications



POST CRASH CARE

Promote CPR / Emergency First Aid Training to Village Staff, Volunteers, and Coaches

Promote Connected Smart Intersections for Dispatching First Responders in collaboration with Palm Beach County

VILLAGE OF PALM SPRINGS VISION ZERO

Priority Projects Identified

- High-crash corridors and intersections
- Nighttime and pedestrian-focused improvements
- Engineering strategies:
  - Speed tables, curb extensions, lighting upgrades
  - RRFBs and high-visibility crosswalks

40+ MPH road



SS4A Demonstration Grant Overview

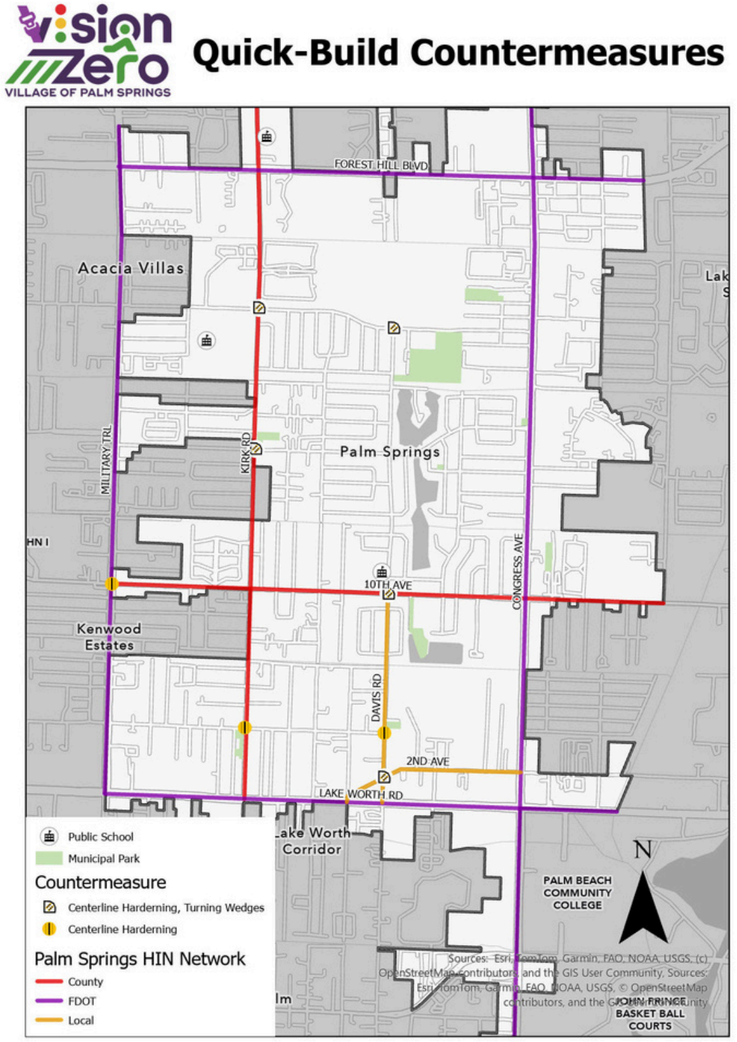
The Village is seeking $464,000 through the Vision Zero Planning and Demonstration Grant, with a local match of $116,000

- Goal: Implement and evaluate quick-build traffic calming measures at schools, parks, and along the Village's High Injury Network
- Treatments include MUTCD-compliant sidewalk extensions, centerline hardening, and turning wedges
- Project will support development of replicable engineering standards for Palm Beach County
- Community engagement and interagency coordination will be central to implementation

VILLAGE OF PALM SPRINGS VISION ZERO

Next Steps for Grant Submission

- Finalize scope and locations for quick-build pilot projects
- Gather letters of support from stakeholders
- Submit full SS4A application by summer 2025 deadline
- If awarded, pilot installation and evaluation will take place in 2026 to inform Vision Zero Plan update



COMMENTS & QUESTIONS

Jonathan B. Paul, AICP | Principal

nueurbanconcepts@gmail.com

www.nueurbanconcepts.com



NUE URBAN CONCEPTS

LAND USE · MOBILITY · PARKING · FEES

Village of Palm Springs

Executive Brief

AGENDA DATE: June 12, 2025

DEPARTMENT: Planning, Zoning & Building

ITEM #16: (First Reading) Ordinance No. 2025-04- Village Code Amendment - Chapter 34, Division 14 - Mobility Fees

SUMMARY: During the 2024 legislative session, House Bill 479 was passed, requiring interested cities to adopt a Mobility Plan and Fee Schedule, as well as an Interlocal Agreement with the County, by October 1, 2025. This is significant in enabling the Village to collect a single mobility fee that will fund various transportation improvements such as roads, multi-modal facilities, transit operations, and more within the Village limits. Additionally, it will eliminate the collection of road impact fees that do not necessarily benefit the Village.

At the Village Council meeting on July 25, 2024, a Professional Services Agreement was awarded to Nue Urban Concepts to prepare the Mobility Plan and Fee Schedule. A joint Village Council/P&Z Board/CRA workshop was held on January 9, 2025, to review the draft Mobility Plan, including the data and proposed maps.

Florida Statute § 163.3180(S)(i) encourages local governments to develop tools and techniques, including the adoption of long-term strategies to facilitate development patterns that support multimodal solutions, adoption of area-wide service standards that are not dependent on any single road segment function, and establishing multimodal service standards that rely primarily on non-vehicular modes of transportation where existing or planned community design will provide an adequate level of personal mobility. The Mobility Fee is based on the Mobility Plan projects which consist of improvements, programs, and services, to: (1) improve the Village's multimodal transportation system; (2) promote compact, mixed-use, and interconnected development; and (3) enhance mobility within the Village for residents, employees, businesses, students, and visitors. The Mobility Fee is intended to be assessed on all new development.

Mobility Fees are not: (1) a reoccurring tax; (2) assessed to existing residential or nonresidential property; or (3) deposited into general revenue funds of the City.

Mobility Fees are: (1) a streamlined one-time assessment on new development; (2) intended to offset the impact of new development; and (3) deposited into special revenue funds for Mobility Fees to be expended within a defined benefit district (in this case, the Village limits). Mobility Fees are legally and statutorily required to be spent on Mobility Projects that provide a mobility benefit to the new development that paid the Mobility Fee.

The Village of Palm Springs 2045 Mobility Plan and the Village of Palm Springs Mobility Fee Technical Report will be considered for adoption via Resolution No. 2025-35, as a separate agenda item.

The 2045 Mobility Plan's mobility projects and programs serve as the basis to develop the Village's mobility fee and provide a foundation for the Village to proactively prioritize projects to meet the growth, travel, and mobility needs of the community. The Technical Report documents the data and methodology used to develop a Village Mobility Fee to mitigate the impact of new development. The Village Mobility Fee meets legally established dual rational nexus requirements for "need" and "benefit" and is in rough proportionality to the impact of new development. The Village Mobility Fee has been developed consistent with the requirements of Sections 164.3164, 163.3180, 163.31801, Florida Statutes and Chapter 380, Florida Statutes.

The Village Mobility Fee is intended to fund an alternative transportation system consistent with Florida Statute Section 163.3180. The Village Mobility Fee will replace the Palm Beach County transportation concurrency system and will be the only transportation mitigation fee to be assessed on all new development within the Village limits.

The effective date of the proposed ordinance is October 8, 2025 (90 days after 2nd reading/adoption). Village staff will attempt to negotiate an interlocal agreement with Palm Beach County on pro rata sharing of the new mobility fee based on new development's impact on County roads prior to October 1st.

FISCAL IMPACT:

The approval of the proposed ordinance increases Village revenue by imposing a Mobility Fee. The County road impact fee will no longer be collected within the Village limits.

ATTACHMENTS:

1. Proposed Ordinance No. 2025-04 - Mobility Fee Schedule - Code Amendment at Chapter 34, Article VI
2. Exhibit "A" - Mobility Code Amendments - DIVISION 14. IMPACT FEES and MOBILITY FEES
3. Village of Palm Springs Mobility Fee Technical Report
4. Comparison of Proposed Palm Springs Mobility Fees and Palm Beach County Road Impact Fees
5. Village of Palm Springs 2045 Mobility Plan
6. PBC Road Impact Fees - Revenue Collected from VPS and Expenditures within Zone 2 (2020-2023)
7. Draft Presentation - Mobility Fees

Business Impact Estimate

This form should be included in the agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the Village's website by the time notice of the proposed ordinance is advertised and published.

Proposed ordinance's title:

ORDINANCE NO. 2025-04

AN ORDINANCE OF THE VILLAGE OF PALM SPRINGS, FLORIDA, ASSERTING THE NEED FOR ADOPTION OF MOBILITY FEES; ACKNOWLEDGING REPEAL OF TRANSPORTATION CONCURRENCY AND REPEALING THE SAME AS SET FORTH IN THE VILLAGE CODE OF ORDINANCES AT CHAPTER 34 "LAND DEVELOPMENT'', ARTICLE VI, "LAND USE", DIVISON 12 "TRANSPORTATION PERFORMANCE STANDARDS"; AMENDING THE VILLAGE CODE OF ORDINANCES AT CHAPTER 34 "LAND DEVELOPMENT", ARTICLE VI, "LAND USE", DIVISION 14 "IMPACT FEES" TO INCLUDE MOBILITY FEES PURSUANT TO CHAPTER 163.3164, 163.3180, 163.31801, FLORIDA STATUTES; AND AMENDING SECTIONS 34-1500 THROUGH 34-1517 TO PROVIDE FOR MOBILITY FEES AND A MOBILITY FEE SCHEDULE; PROVIDING FOR CODIFICATION, CONFLICTING ORDINANCES, SEVERABILITY, AND AN EFFECTIVE DATE.

1. Summary of the proposed ordinance (must include a statement of the public purpose, such as serving the public health, safety, morals and welfare):

The proposed ordinance amends land development regulations to reflect the adoption of an alternative transportation system, pursuant to Chapter 163.3180 and .31801, F.S. to replace transportation concurrency and road impact fees with a mobility plan and mobility-fee-based transportation system.

The proposed ordinance serves the public by:

- implementing comprehensive plan Transportation and Mobility Element policies to develop and maintain a multimodal transportation system
- ensuring a funding source for the expansion of transportation facilities for a variety of modes to meet the mobility demands of new development, including adequate and efficient mobility projects along with different mobility options
- allowing the use of mobility fees collected through this system to fund transportation infrastructure including not only roads, but also sidewalks, bike paths, and other multi-modal improvements and programs; and
- creating a less automobile-dependent transportation system.

2. An estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the City, if any:

(a) An estimate of direct compliance costs that businesses may reasonably incur:
The ordinance includes a fee schedule which will be assessed on new development. The new mobility fee will be imposed on new development and will not have a direct cost to existing businesses.

(b) Any new charge or fee imposed by the proposed ordinance or for which businesses will be financially responsible:

The proposed ordinance replaces the county road impact fee with a Village mobility fee. Only a single fee will be assessed. No new charges will be incurred by existing businesses, as the fee is only assessed on new or expanding development.

(c) An estimate of the City's regulatory costs, including estimated revenues from any new charges or fees to cover such costs:

The Village may incur increased costs with the implementation of the recommendations in the Mobility Plan, which pertain to road, pedestrian, bicycle, and transit improvements. There are no new charges or fees that will be imposed on businesses by the subject ordinance.
.

3. Good faith estimate of the number of businesses likely to be impacted by the proposed ordinance:

The proposed land development amendments do not impact existing businesses. The proposed mobility fee will be assessed on new development in lieu of the existing county road impact fee.

4. Additional information the governing body deems useful (if any):

Related comprehensive plan amendments and the 2045 Mobility Plan and the Mobility Fee Technical Report will be considered at the June 12, 2025 Village Council meeting.

ORDINANCE NO. 2025-04

AN ORDINANCE OF THE VILLAGE OF PALM SPRINGS, FLORIDA, ASSERTING THE NEED FOR ADOPTION OF MOBILITY FEES; ACKNOWLEDGING REPEAL OF TRANSPORTATION CONCURRENCY AND REPEALING THE SAME AS SET FORTH IN THE VILLAGE CODE OF ORDINANCES AT CHAPTER 34 "LAND DEVELOPMENT'', ARTICLE VI, "LAND USE", DIVISON 12 "TRANSPORTATION PERFORMANCE STANDARDS"; AMENDING THE VILLAGE CODE OF ORDINANCES AT CHAPTER 34 "LAND DEVELOPMENT", ARTICLE VI, "LAND USE", DIVISION 14 "IMPACT FEES" TO INCLUDE MOBILITY FEES PURSUANT TO CHAPTER 163.3164, 163.3180, 163.31801, FLORIDA STATUTES; AND AMENDING SECTIONS 34-1500 THROUGH 34-1517 TO PROVIDE FOR MOBILITY FEES AND A MOBILITY FEE SCHEDULE; PROVIDING FOR CODIFICATION, CONFLICTING ORDINANCES, SEVERABILITY, AND AN EFFECTIVE DATE.

WHEREAS, pursuant to Article VIII, Section 2(b), Florida Constitution, and Sections 166.021 and 166.041, Florida Statutes, the Village Council has all powers of local self-government to perform municipal functions and to render municipal services in a manner not inconsistent with law, and such power may be exercised by the enactment of Village ordinances; and

WHEREAS, Pursuant to Article VIII, Section (2)(b) of the Florida Constitution and Chapter 166, Florida Statutes, the Village of Palm Springs has broad home rule powers to adopt ordinances to provide for and operate a transportation system, including bicycle and pedestrian facilities, transit facilities, roadways, intersections and personal mobility technology within the Village; and

WHEREAS, the Village Council may exercise any governmental, corporate, or proprietary power for a municipal purpose except when expressly prohibited by law, and the Village Council may legislate on any subject matter on which the Florida Legislature may act, except those subjects described in (a), (b), (c), and (d) of Section 166.021(3), Florida Statutes ("Prohibited Subjects"), which Prohibited Subjects are not relevant to the imposition of a mobility fee within the Village; and

WHEREAS, Palm Beach County currently has an established transportation concurrency and road impact fee system, which has been one part of an overall growth management program as set forth in the Village of Palm Springs Comprehensive Plan; and

WHEREAS, the Palm Beach County transportation concurrency and road impact

fee system is principally focused on vehicular mobility, whereas a mobility fee system takes a comprehensive view on the provision of mobility through walking, biking, transit, motor vehicles and personal mobility technology; and

WHEREAS, by Section 163.3180, Florida Statutes, the Legislature encouraged local governments to adopt mobility plans and mobility fees as an alternative transportation system to replace transportation concurrency, proportionate share and road impact fees; and

WHEREAS, pursuant to Chapter 163.3180, Florida Statutes, the Village has developed a Mobility Plan and Mobility Fee Technical Report; and

WHEREAS, the Village of Palm Springs intends to adopt a mobility fee system based on mobility projects within the Village municipal boundaries as an alternative transportation system consistent with Section 163.3180, Florida Statutes; and

WHEREAS, the Village of Palm Springs intends to replace collection of the current Palm Beach County road impact fee with a mobility fee system administered and programmed by the Village for new development in the Village municipal boundaries consistent with the requirements for alternative transportation systems consistent with Section 163.3180, Florida Statutes, and may identify additional areas as recommended in an updated Mobility Plan; and

WHEREAS, the Village's mobility fee system focuses on person travel demand from projected development within the Village municipal boundaries, which includes walking, biking, transit, and motor vehicular trips, generated by new development and the resulting impact on the transportation system and, accordingly, requires the expenditure of revenue derived under that system to be used on mobility projects identified to meet the travel demand needs of projected development within the Village of Palm Springs; and

WHEREAS, the Village of Palm Springs is experiencing growth and redevelopment within its commercial corridors that necessitate the expansion of transportation capacity for a variety of modes to meet the personal travel demands of new development including adequate and efficient mobility projects along with different mobility options; and

WHEREAS, imposition of a mobility fee on those persons and entities engaging in new development within the Village ensures those persons and entities contribute their fair share of the cost of growth-necessitated mobility projects and such imposition is necessary and reasonably related to the public health, safety, and, welfare of the residents

and guests of the Village of Palm Springs, provided that, the mobility fee imposed does not exceed the actual amount necessary to offset the demand on the transportation system generated by new development; and

WHEREAS, the Village of Palm Springs, in its Transportation and Mobility Element (amendments adopted in June, 2025) sets out goals, objectives, and policies to develop and maintain a safe, convenient, efficient transportation system, and the framework for the development of a Mobility Plan and Mobility Fee pursuant to Section 163.3180, Florida Statutes; and

WHEREAS, the mobility fees imposed hereby (1) are in compliance with the "dual rational nexus test" developed under Florida case law, (2) meet the "essential nexus" and "rough proportionality" requirements established by the United States Supreme Court in *Nollan v. California Coastal Commission*, 483 U.S. 825 (1987), and *Dolan v. City of Tigard*, 512 U.S. 374 (1994), (3) are consistent with the requirements set forth in Section 163.3180, Florida Statutes, and (4) are consistent with and being imposed in accordance with Section 163.31801, Florida Statutes; and

WHEREAS, the Village of Palm Springs Mobility Fee Technical Report, dated April 2025, prepared by NUE Urban Concepts, LLC, provides the technical analysis to determine the mobility fee and constitutes a proper factual predicate for imposition and expenditure of the mobility fees; and

WHEREAS, establishing the entire Village as a single Benefit District to regulate mobility fee expenditures is the best method of ensuring that the mobility projects funded by mobility fees have the rational nexus and benefit to the new development for which the mobility fees were paid; and

WHEREAS, mobility fees collected will be deposited in the mobility fee special revenue fund for the Benefit District and expended for the purposes set forth herein; and

WHEREAS, mobility fees imposed hereunder achieve the goals, objectives, and policies of the Village of Palm Springs Comprehensive Plan and utilize the tools and techniques encouraged by Section 163.3180, Florida Statutes; and

WHEREAS, the Village Council has determined that this Ordinance adopting a mobility fee will help to preserve and enhance the rational nexus between the need for person travel demands generated by new development in the Village and the mobility fees imposed on that new development; and

WHEREAS, the Village Council has determined, based upon project development time frames, which are often delayed depending upon economic realities, to authorize the refund of collected mobility fees after seven (7) years; and

WHEREAS, the Village Council has determined, based upon mobility project development time frames ,which are often delayed depending upon economic realities, to authorize the refund of collected mobility fees for projects for which a building permit or change of occupancy approval has expired, without construction or extension; and

WHEREAS, the Village Council may implement an administrative service charge and may establish fees, based upon a Study accepted by the Village Council, associated with request for mobility fee determinations, special assessments and studies, off-sets and credits, and the administration and implementation, including amendments and updates, to the mobility plan and the mobility fee system, not to exceed actual cost consistent with Section 163.3180, Florida Statutes; and

WHEREAS, the Village may develop administrative policies and procedures, accepted by the Village Council, for the administration, implementation, and update of the mobility plan and mobility fee to include, but not limited to, assessments, credits, determinations, imposition, off-sets, and studies; and

WHEREAS, the mobility fee shall be adjusted annually, based on the most recently published construction cost inflation factor from the most localized available sources, and the Village shall publish the adjusted mobility fees, not more than 90 days before the annual adjustment, consistent with Florida Statute Section 163.31801; and

WHEREAS, the Village Council has determined that it is in the best interests of the Village of Palm Springs to replace, within the Village municipal boundaries, the Palm Beach County transportation concurrency and road impact fee systems for transportation facilities with a mobility fee system as authorized by Florida Statutes; and

WHEREAS, the Village of Palm Springs intends to no longer require the Palm Beach County road impact fee for new development within the Village municipal boundaries; and

WHEREAS, the Village of Palm Springs intends to communicate with Palm Beach County and request that Palm Beach County engage in negotiation of an interlocal agreement, after adoption of this Ordinance, and will continue to make best efforts to enter into an interlocal agreement with Palm Beach County to address impacts to County roads

within the Village municipal boundaries; and

WHEREAS, the Village Council has noticed, advertised, scheduled, and held public hearings in compliance with Florida Statutes on this proposed Ordinance; and,

WHEREAS, the Village Council has determined that it is advisable and in the public interest to adopt and implement this Mobility Fee Ordinance which will serve a valid public purpose.

NOW THEREFORE, BE IT ORDAINED BY THE VILLAGE COUNCIL OF THE VILLAGE OF PALM SPRINGS, FLORIDA:

Section 1. **Recitals.** The foregoing recitals are incorporated herein as true and correct findings and statements of the Village Council of the Village of Palm Springs.

Section 2. **Findings**. It is hereby found, ascertained, determined, and declared by the Village Council that:

(A) The Village of Palm Springs is experiencing growth and redevelopment within its commercial corridors and adjacent areas that necessitates the expansion of transportation facilities for a variety of modes to meet the mobility demands of new development, including adequate and efficient mobility projects along with different mobility options.

(B) Implementation of a mobility fee supports and furthers Goal TM 1 of the Village of Palm Springs Comprehensive Plan which states, “[t]he Village of Palm Springs shall develop and maintain a multimodal transportation system that provides safety for all users.”

(C) Implementation of a mobility fee furthers Transportation and Mobility Element Policy TM 3.5 which states, “[t]he Village of Palm Springs will pursue multiple sources of funding such as mobility fees, gas and sales tax, assessments and property tax, grants, loans, and partnerships for mobility projects identified in the Mobility Plan and for maintenance and operation of the existing transportation system.”

(D) Implementation of a mobility fee furthers Transportation and Mobility Element Policy 4.2.6 which states, “[t]he The mobility fee shall be the only transportation mitigation fee assessed on development within the Village to ensure that new development is not held to a higher standard than existing development, is not assessed for systemwide deficiencies, is not paying twice for the same impacts, and is not paying more than the cost of mobility projects reasonably attributable to the travel demand impact of new development.”

(E) A mobility fee will help to preserve and enhance the rational nexus

between the need for travel demands generated by new development and the mobility fees imposed on that development.

(F) Establishment of a single Benefit District to regulate mobility fee expenditures is the best method of ensuring that the mobility projects funded by mobility fees have the rational nexus and benefit to the development for which the mobility fees were paid.

(G) The mobility fee imposed by this Ordinance (1) is in compliance with the "dual rational nexus test" developed under Florida case law, (2) meets the "essential nexus" and "rough proportionality" requirements established by the United States Supreme Court, in *Nollan v. California Coastal Commission*, 483 U.S. 825 (1987) and *Dolan v. City of Tigard*, 512 U.S. 374 (1994), (3) is consistent with the requirements set forth in Section 163.3180, Florida Statutes, and (4) is consistent with and being imposed in accordance with Section 163.31801, Florida Statutes.

(H) It is in the best interests of the Village of Palm Springs to replace, within the Village municipal boundaries, the Palm Beach County road impact fee system with a mobility fee system.

Section 3. **Repeal of Transportation Concurrency.** In accordance with Sec. 163.3180(5)(i), Florida Statutes, the Village of Palm Springs elects to repeal transportation concurrency within its municipal limits, as described in the Report identified in Section 4 and this Ordinance. Further, the Transportation Performance Standards set forth in the Village Code of Ordinances, at Chapter 34 “Land Development”, Article VI “Land Use”, Division 12 “Transportation Performance Standards”, specifically section 34-1431 “Purpose”, section 34-1432 “County Ordinance Adopted by Reference; Definition of Term, section 34-1433 “Requirements and Administration”, and, section 34-1434 “Proportionate Fair-Share Mitigation Program” are hereby repealed.

Section 4. **Mobility Fee Analysis.** The Village of Palm Springs Mobility Fee Technical Report, dated April 2025, prepared by NUE Urban Concepts, LLC, (the “Report”) which provides the technical analysis to determine the mobility fee, is hereby accepted as the basis for the mobility fee. This Report sets forth the basis of the assumptions, conclusions, and findings for the mobility fee, the methodology for calculating the mobility fee, the person miles of travel assigned to new development and mobility projects and the person travel demand assigned to various land use categories. The study presents the technical analysis and detailed methodology supporting the Village Mobility Fees.

Section 5. Chapter 34 “Land Development”, Article VI “Land Use”, Division 14 “Impact Fees” is retitled to “Impact Fees and Mobility Fees”, and Sections 34-1500 through 34-1517 are modified pursuant to **Exhibit “A”** to provide for mobility fees and a mobility fee schedule, which Exhibit “A” is attached hereto and incorporated herein (underlined language is being added; stricken language is being deleted).

Section 6. Codification. This Ordinance shall be codified in the Village Code of Ordinances with the repealed sections in this Ordinance deleted from the Code and the added sections/language in this Ordinance included in the Code, which may all be re-numbered or re-lettered to accomplish such, and the word “ordinance” may be changed to “section”, “division”, or any other appropriate word.

Section 7. Repeal of Conflicting Ordinances. All ordinances, resolutions, or parts of ordinances and resolutions in conflict herewith are hereby repealed.

Section 8. Severability. If any word, clause, sentence, paragraph, section or part thereof contained in this Ordinance is declared to be unconstitutional, unenforceable, void or inoperative by a court of competent jurisdiction, such declaration shall not affect the validity of the remainder of this Ordinance.

Section 9. Effective Date. This Ordinance shall become effective on October 8, 2025, 90 days after adoption.

Council Member _____, offered the foregoing Ordinance, and moved its adoption. The motion was seconded by Council Member _____, and upon being put to a vote, the vote was as follows:

	Aye	Nay	Absent
BEV SMITH, MAYOR	□	□	□
KIMBERLY SCHMITZ, VICE MAYOR	□	□	□
GARY READY, MAYOR PRO TEM	□	□	□
JONI BRINKMAN, COUNCIL MEMBER	□	□	□

PATTI WALLER, COUNCIL MEMBER □ □ □

The Mayor thereupon declared this Ordinance approved and adopted by the Village

Council of the Village of Palm Springs, Florida, on second reading, on this _ _____

day of_____, 2025.

VIVILLAGE OF PALM SPRINGS, FLORIDA

BY: _____
BEV SMITH, MAYOR

First Reading:_____

Second Reading:_____

ATTEST:

BY: _____
KIMBERLY M. WYNN, VILLAGE CLERK

REVIEWED FOR LEGAL FORM AND SUFFICIENCY

BY: _____
CHRISTY GODDEAU, VILLAGE ATTORNEY

DIVISION 14. IMPACT FEES AND MOBILITY FEES[1]

Sec. 34-1500. Short title.

This division shall be known and may be cited as "the Village of Palm Springs Impact Fees and Mobility Fees."

(Ord. No. 2021-03 , § 1(34-1500), 6-10-2021)

Sec. 34-1501. Applicability.

This division applies to new capital improvement impact projects and mobility projects for which a building permit is applied for after the effective date of this chapter. This chapter adopts impact fees and mobility fees to offset the village's costs to maintain its capital improvement system and transportation system as the terms are ~~is~~ defined in section 34-1503. This chapter does not exempt or affect the requirements for the payment of utility and other service fees, including water and wastewater fees, under chapter 78, "utilities" of the Village Code of Ordinances.

(Ord. No. 2021-03 , § 1(34-1510), 6-10-2021)

Sec. 34-1502. Findings of fact, purpose and intent of ordinance.

It is hereby ascertained, determined and declared that:

(a) Both existing development and development necessitated by the growth contemplated in the comprehensive plan will require improvements and additions to law enforcement facilities, ~~and~~ parks and recreation facilities, and transportation system of the village to accommodate and maintain existing level of service standards.

(b) Future growth necessitating capital improvement impact projects and mobility projects should contribute its proportional and reasonable share of the cost of capacity-adding improvements and additions to law enforcement facilities, ~~and~~ parks and recreation facilities, and transportation system required to accommodate capital improvement demands and person travel demands generated by such growth as adopted in the comprehensive plan.

(c) Implementation of a reasonable impact fee structure to require future capital improvement impact projects and mobility fees to require mobility projects to contribute their proportional and reasonable share of the cost of required new capital improvement capacity and mobility projects is an integral and vital element of the regulatory plan of growth management incorporated in the comprehensive plan.

(d) The projected capital improvements, and additions to the capital improvement system of the village and the allocation of projected costs between those necessary to serve existing development and those required to accommodate new capital improvement impact projects, as presented in the study

[1]Ord. No. 2021-03 , adopted June 10, 2021, added provisions to be designated as §§ 34-1500—34-1660. In order to maintain the numeric style of the Code, said provisions have been redesignated as §§ 34-1500—34-1517. Original section numbering has been maintained in the history notes following each section.

entitled "impact fee study," approved and adopted by the village council on May 13, 2021, and such projections are found to be in conformity with the comprehensive plan.

(e) The mobility projects identified in the 2045 Village of Palm Springs Mobility Plan dated MONTH, 2025 are intended to meet future travel demand from new development and serve as the basis for the Village of Palm Springs Mobility Fee Technical Report dated April 2025. The mobility fee is intended to mitigate the impact of new development on Village, County, and State Roads. The mobility plan and mobility fee were developed consistent with the needs and benefits requirements of the dual nexus and the mobility fee is roughly proportional to the impact of new development.

(f e) Capital improvement and mobility planning is an evolving process, and the capital improvements and additions to the law enforcement facilities and parks and recreation facilities and the mobility projects for the transportation system identified upon the date of adoption of the ordinance from which this article is derived constitute projections of growth patterns and improvements, ~~and~~ additions, and projects based upon present knowledge and judgment. Therefore, in recognition of changing growth patterns and the dynamic nature of population growth, it is the intent of the village council that the identified improvements and additions to the capital improvement system and the mobility projects for the transportation system be reviewed and adjusted periodically to ensure that impact fees and mobility fees are imposed equitably and lawfully and are utilized effectively based upon actual and anticipated conditions at the time of their imposition.

(g ~~f~~) The purpose of this chapter is to require payment of village-wide impact fees by new capital improvement impact projects and to provide for the cost of capital improvements to the village's capital improvement system, which are required to accommodate the additional demand caused by such capital improvement impact projects.

(h) The purpose of this chapter is to require payment of village-wide mobility fees by mobility and to provide for the cost of mobility projects to the village's transportation system, which are required to accommodate the additional person travel demand from new development.

(i g) The village manager hereby designates the planning, zoning and building director as the administrator of this chapter.

(j ~~h~~) This chapter shall not be construed to permit the collection of impact fees from capital improvement impact projects in excess of the amount reasonably anticipated to offset the proportional demand new growth will have on the village's capital improvement systems.

(k) This chapter shall not be construed to permit the collection of mobility fees from new development in excess of the amount attributable and assignable to new development to mitigate its impact to the village's transportation system.

(Ord. No. 2021-03 , § 1(34-1520), 6-10-2021)

Sec. 34-1503. Definitions.

When used in this chapter, the following words, terms and phrases, whether capitalized or not, shall have the meanings set forth in this section. Terms used in this article but which are not defined here, shall have the meaning set forth in section 1-2 of the Code of Ordinances.

Alternative impact fee or mobility fee: An alternative fee calculated by an applicant and approved by the director pursuant to section 34-1509.

Applicant: The person who applies for a building permit for a capital improvement impact project.

Assessment Area: A geographic area of the Village or a specific development pattern where mobility fees are assessed on new development.

Automative Repair Establishment: A building, bays, service bays, stalls, or stations for the routine maintenance of motor vehicles including oil changes, cleaning, or replacing filters, replacing windshield wipers, changing tires, providing for maintenance, service, and repair, and changing and topping off vehicle fluids and falls under the description of ITE Trip Generation Manual Land Use Code Series 800 and 900. Any building square footage associated with motor vehicle service would fall under retail uses and pay the applicable impact fee per the square footage of the building not associated with the quick lube service.

Benefit District: A geographic area of the Village where mobility fees paid by new development are expended on mobility projects.

Business Uses: Uses such as general offices, hospitals, higher education, post-secondary trade schools, and professional activities primarily involving the provision of professional or skilled services, including but not limited to accounting, legal, real estate, insurance, financial, engineering, architecture, accounting, and technology.

Capacity: The maximum sustainable flow rate, at a service standard, at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a bicycle facility, pedestrian facility, roadway, or shared-use multimodal facility during a given time-period under prevailing conditions. For transit, the capacity is the maximum number of persons reasonably accommodated riding a transit vehicle, along with the frequency and duration of transit service.

Capital improvements: Facilities in the village's capital improvement system that include or add capacity to accommodate new capital improvement impact projects, consistent with the impact fee study assumptions and methodology and this article.

Capital improvement impact project: Land development designed or intended to permit a use of the land which will contain more impact units than the existing use of land, or which will otherwise change the use of land in a manner that increases the demands upon the village's capital improvement system.

Capital improvement system: The village-wide law enforcement facilities and parks and recreation facilities provided by the village to accommodate additional capital improvement demands generated by new capital improvement construction.

Community Serving: Uses that are operated by non-profit civic organizations, governmental entities, foundations, or fraternal organizations, including places of assembly. Community serving also includes uses such as YMCA, museum, art studio, gallery, cultural center, community meeting spaces, community theater, library, or a fraternal or masonic lodge or club, or any community and civic based uses that do not sell retail goods or services for profit and that participates in community and public activities. Food, beverages, goods, and services may be offered for ancillary fundraising and sales to support the community serving use.

Commercial Use Drive-Thru: Any drive-thru lane associated with a personal service or retail use. The drive-thru may include an order window or a door, window, or other means of access to drop-off or pick-up up goods, items, services, ordered through a mobile app or online. Common uses include dry cleaners or pharmacies. Increasingly retail uses are including drive-thru lanes to pick up ordered goods. Drive-thru lanes associated with a bank, fast food or quick service restaurant, financial institution, or auto wash are assessed additive mobility fees. Retail uses include those under ITE Land Use Codes Series 800 and 900, except those uses included on the mobility fee schedule with defined mobility fee rates.

Convenience Retail: A use that sells convenience goods and products as further defined in the ITE Trip Generation Manual for Land Use Codes 851, 944, 945, and 950. Convenience store uses with motor vehicle charging or fueling shall be assessed an additive impact fee per charging or fueling position. Convenience store uses with third party restaurants shall be assessed mobility fees for the areas for quick service restaurants and based on those applicable rates for the defined areas. Uses with quick service drive-thru lanes shall also be assessed impact

fees per drive-thru. Uses with motor vehicle cleaning shall be assessed impact fees for the motor vehicle cleaning units of measure.

Director: The director of the village's planning, zoning and building department, or the director's designee.

Fees: Where the term fee or fees is utilized in this chapter, without the word impact or mobility before the term, shall collectively mean all impact fees and mobility fees imposed by the village.

Encumbered: Monies committed by contract or purchase order in a manner that obligates the village to expend the encumbered amount upon delivery of goods or completion of services or, if applicable, conveyance of right-of-way by a vendor, supplier, contractor or owner.

High Impact Retail: Uses such as grocery stores, supermarkets, superstores, variety stores, package stores, liquor, or alcohol for off-site consumption, where 50% or more of the gross square footage of the use is for the sale of edible or drinkable goods. These uses may offer other goods, products, and services such as on-site consumption of food or beverages, pharmacies, cleaning and household supplies, pharmacies, and other personal services. High Impact Retail uses also include banks, credit unions, sit-down restaurants, and pharmacies. These uses generally generate between 75 and 250 daily trips per 1,000 sq. ft.

Impact: Any new development that results in an increase in person travel demand above the demand generated by the existing use of property, including submerged properties.

Impact fee benefit district: The geographic area encompassed by the village of palm springs at the time of the impact fee study.

Impact fee rate: An impact fee imposed for a particular capital improvement impact project under the applicable impact fee land use category established in the schedule incorporated in section 34-1505.

Impact fee study: The studies adopted pursuant to section 34-1504.

Impact unit: An increment of development measured in dwelling units, building area, floor area, retail area, beds, or other similar measure identified in the impact fee study.

ITE Trip Generation Manual: The latest edition of the report entitled "Trip Generation" produced by the Institute of Transportation Engineers (ITE), and any official updates.

Law enforcement facilities: Capital improvements provided by the village to accommodate capital improvement impact projects for the purpose of acquiring or expanding police services capital equipment and/or facilities under the jurisdiction of the village.

Level of service standard: The minimum acceptable conditions of law enforcement facilities and parks and recreation facilities.

Mixed-use capital improvement impact projects: In which more than one impact fee land use category is contemplated, with each category constituting a separate and identifiable enterprise not subordinate to or dependent on other enterprises within the capital improvement impact project.

Mobility: The ability to move people and goods from an origin (beginning point) to a destination (end point) by multiple modes of travel in a timely (speed) manner.

Mobility fee: A monetary exaction imposed on new development to fund mobility projects identified in the most recently adopted mobility plan.

Mobility fee expenses: Expenditures for: (a) the repayment of principal and interest or any redemption premium for loans, advances, bonds, bond anticipation notes, and any other form of indebtedness then outstanding consistent with statutory allowances and used to advance mobility projects identified in the mobility plan; (b) reasonable administrative and overhead expenses necessary or incidental to expanding and improving mobility projects; (c) crosswalks, elevated crossings, bridges, traffic control and crossing warning devices, landscape, trees, way finding, irrigation, hardscape, streetscape, and lighting related to projects; (d) micromobility

devices, microtransit vehicles, programs and services, (e) mobility hubs, rail stations with parking structures, transit circulators, facilities, programs, shuttles, services and vehicles; (f) reasonable expenses for engineering studies, stormwater reports, soil borings, tests, surveys, construction plans, and legal and other professional advice or financial analysis relating to projects; (g) the acquisition of right-of-way and easements for the improvements, including the costs incurred in connection with the exercise of eminent domain; (h) the clearance and preparation of any site, including the demolition of structures on the site and relocation of utilities; (i) floodplain compensation, wetland mitigation and stormwater management facilities; (j) all expenses incidental to or connected with the issuance, sale, redemption, retirement, or purchase of bonds, bond anticipation notes, or other forms of indebtedness, including funding of any reserve, redemption, or other fund or account provided for in the ordinance or resolution authorizing such bonds, notes, or other form of indebtedness consistent with statutory allowances and used to advance mobility projects identified in the mobility plan; (k) reasonable costs of planning, design, survey, engineering, and construction, including mobilization, maintenance of traffic during construction and CEI (construction engineering and inspection) services of mobility projects, (l) village administration, implementation updates to the mobility plan and mobility fee, including any analysis, assessments, counts, data collection, plans, programs or studies needed for mobility projects, (m), local match for federal, state and county funded projects.

Mobility fee schedule: The land uses for which a mobility fee is to be assessed on new development. The schedule includes the mobility fee rates per unit of measure for each land use.

Mobility fee technical report: The Village of Palm Springs Mobility Fee Technical Report dated April 2025 and prepared by NUE Urban Concepts, LLC and DDEC, LLC that documents the analysis, data and methodology used to develop a mobility fee and is adopted pursuant to an implementing ordinance which authorizes imposition of the mobility fee.

Mobility plan: The Roadway Plan, Multimodal Plan, and Mobility Programs included in the Village of Palm Springs Mobility Plan dated MONTH 2025 and prepared by DDEC, LLC & NUE Urban Concepts, LLC that identifies mobility projects within and adjacent to the Village to meet future person travel demand from new development and serves as the basis for the Village's mobility fee. Future updates of the Mobility Plan may be referenced as a Mobility Plan or a Mobility Plan with a future year.

Mobility programs: Initiatives identified in the Mobility Plan intended to implement the Mobility Plan. These mobility programs include a variety of plans and studies that the Village will undertake as part of implementation of the mobility plan and expenditure of the mobility fees.

Mobility project: Improvements such as bike lanes, buffered bike lanes, protected bike lanes, cycle tracks, raised bike lanes, intersections, interchanges, roundabouts, boardwalks, pathways, shared-use paths, multi-use paths/trails, sidewalks, traffic calming, elevated crossings, pedestrian bridges, overpasses or underpasses, roads, streets, and streetscape. Mobility projects also include policies, programs and services, wayfinding, micromobility devices, and transit vehicles, circulators, lanes, stops, and facilities, along with mobility hubs and corridor studies. Projects can include new or additional travel lanes and turn lanes, upgrade of roads that results in a change in functionally classification of the road, complete and low speed streets, curbless shared streets, new or upgraded traffic signals, traffic synchronization, mobilization, maintenance of traffic, survey, geotechnical and engineering, utilities, construction, PD&E, planning, engineering and inspection, utility relocation, right-of-way, easements, land acquisition, stormwater management facilities. These projects may also be referred to as mobility plan projects or multimodal projects.

New Development: New residential and non-residential construction, any new land development or site preparation activity, any new construction of buildings or structures, any modification, reconstruction, redevelopment, or upgrade of buildings or structures, any change of use of a building, land, or structure, and any special exception approval, variance, or special use permit that results in an impact to the transportation system.

Non-residential additive uses: A use with a mobility fee rate based on a unit of measure that generates high levels of impact per unit such as service bays, car wash lanes, fueling positions for motor vehicles, and drive-thru

lanes for banks, quick service restaurants, and retail uses. These mobility fees per unit of measure are assessed in addition to mobility fees assessed per land use based on square footage of buildings and structures or the applicable unit of measure for the land use. These non-residential uses fees may be referred to additive fees or additive mobility fees.

Non-residential square feet: The sum of the gross floor area (in square feet) of the area of each floor level under cover, including cellars, basements, mezzanines, penthouses, corridors, lobbies, stores, and offices, that are within the principal outside faces of exterior walls, not including architectural setbacks or projections. Included are all areas that have floor surfaces with clear standing head room (six feet six inches, minimum) and are used as part of primary use of the property of their use. If an area within or adjacent to the principal outside faces of the exterior walls is not enclosed, such as outdoor restaurant seating, areas used for storage of goods and materials, or merchandise display, and is determined to be a part of the primary use of property, this gross floor area is considered part of the overall square footage of the building. Areas for parking, circulation, ingress, egress, buffers, conservation, walkways, landscape, stormwater management, and easements or areas granted for transit stops or multimodal parking are not included in the calculation of square feet.

Offsite improvements: Capital improvements located outside of the boundaries of a capital improvement impact project, which are required by the village in order to mitigate the demands of developments other than those of a proposed capital improvement impact project paying impact fees or requesting developer contribution credits. Offsite improvements do not include access improvements.

Owner: The person holding legal title to the real property upon which the capital improvement impact project is to occur.

Parks and recreation facilities: The community, neighborhood, and special facility park and recreation facilities provided by the village in order to accommodate capital improvement impact projects.

Person travel demand (PTD): Travel demand from new development based on trip generation, pass-by trips, vehicle trip lengths, limited access travel, origin and destination factors, vehicle miles of travel, and person miles of travel factors. The resulting mobility fees are roughly proportional to the person travel demand per use and assessment area provided on the mobility fee schedule.

Private Education: Building or buildings used for pre-school, private school, childcare, or day care where students are educated by a non-governmental entity with grades ranging from pre-kindergarten to 12th grade. Private schools do not include Charter Schools, which are exempt from local government fees per Florida Statute. Childcare and day care shall mean a facility where care for young children is provided, normally during the daytime hours. Day care facilities generally include classrooms, offices, eating areas and playgrounds. Post secondary education falls under office uses. These uses are under ITE Trip Generation Manual under Land Use Code Series 500.

Quick service restaurant: A building or structure where an order for food is placed at a service counter, at a drive-thru or walk-up pick-up window, or via a mobile device or an on-line application or portal, or a designated delivery or parking area. These uses may or may not have indoor or outdoor seating and may or may not have a drive thru. These uses include fast casual, fast food, quick service, food, and beverages, communal or ghost kitchens, delivery only services, food trucks, or shipping container facilities. Any use with a drive-thru lane or parking areas designated for delivery pick-ups shall be assessed an additive mobility fees per drive-thru lane.

Quick service restaurant drive-thru: A delivery lane where an order is picked-up by a customer that placed an order at a call box, window, or screen, or via a mobile device or an on-line application or portal. The number of drive-thru lanes shall be based on the total number of lanes, not the number of windows where an order is picked-up. Some drive-thru lanes may be opened longer than the restaurant is open. Food may be obtained from a pick-up window, locker, station, or functional equivalent after the order has been placed. For uses with designated parking areas for delivery pick-up where food is brought to the parking location, every (5) designated spaces shall be considered the equivalent to a drive-thru lane. The mobility fee per drive-thru is assessed in addition to the mobility fee assessed for the building.

Residential dwelling: For purposes of mobility fees, a dwelling unit, including single-family attached, single-family detached, multi-family, student housing, or active adult as a self-contained living space intended for residential occupancy by one or more individuals, including permanent facilities for living, sleeping, eating, cooking, and sanitation.

Residential square feet: For purposes of mobility fees, is the square footage of each dwelling measured from exterior surface walls and includes the sum of all areas under roof. The total square footage under roof includes anais, porches, and attached garages per dwelling. For residential buildings with multiple dwelling units, the square footage under roof includes all amenities, common areas, office or leasing space, sharded spaces, and maintenance. Multilevel parking structures and detached parking garages for multifamily uses are not included in the square footage calculation. Ancillary structures without attached dwelling units are not included as residential square footage.

Residential uses: For purposes of mobility fees, residential uses shall include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 200 for all Land Use Codes between 210 and 252.

Square footage or *sf:* The gross area measured in feet from the exterior faces of exterior walls or other exterior boundaries of the building.

Transportation system: The right-of-way, easements, roads, streets, alleyways, curb-cuts, traffic control devices, stormwater management facilities, utilities, bridges, and multimodal facilities that allow for circulation, mobility, and parking within the Village and accessibility to land uses, property, and modes of transportation within the Village.

Travel demand: The mode of transportation mobility that people choose to use, and how those choices result in trips of varying lengths on the transportation system.

Vehicle cleaning: A building, stalls, stations, or tunnels for the cleaning, detailing, polishing, washing, or waxing of motor vehicles or boats which fall under the description of ITE Trip Generation Manual Land Use Code Series 800 and 900. This use includes full-service, partial service, and self-service uses. The unit of measure shall be the number of bays or stalls for self-service cleaning, and the number of approach lanes for automated, semi-automated, or tunnel washes where payment is rendered or a card, code, or other means is used to access the cleaning service. For uses with automated, semi-automated, or tunnels, finishing stations for detailing, drying, or vacuuming impact fees shall also be assessed at a rate of one (1) station per every five (5) finishing stations. For uses with self-service bays or stalls, which typically feature a greater number of facilities than automated or semi-automated facilities, finishing stations for detailing, drying, or vacuuming. Mobility fees shall also be assessed at a rate of one (1) station per every ten (10) finishing stations.

Vehicle charging or fueling: The total number of vehicles that can be charged or fueled at one time (fueling positions). Increasingly, land uses such as superstores, (i.e., super Wal-Mart), variety stores, (i.e., Dollar General), and wholesale clubs (i.e., Costco) are also offering vehicle charging and fueling with or with/out small convenience stores. Outside of Florida, several grocery store chains are also starting to sell fuel. Free standing vehicle charging stations that charge a fee for use and are not a requirement of the Village as an ancillary use of a development shall be required to pay a mobility fee. The impact fee rate per charging or fueling position would be in addition to any mobility fee per square foot under the applicable retail land use with vehicle charging or fueling. Motor vehicle charging stations that are not a primary use or function of a commercial or retail use and are either required by the Village or provided as an ancillary use are exempt from payment of the mobility fee. The Village shall have the ability to determine if a charging or fueling station is a commercial use.

(Ord. No. 2021-03 , § 1(34-1530), 6-10-2021)

Sec. 34-1504. Adoption of impact fee study and mobility fee report.

(a) The village council hereby adopts and incorporates by reference the study entitled "Village of Palm Springs Impact Fee Study," dated March 18, 2021, including the assumptions, conclusions and findings in the study

as to the allocation of anticipated costs of capital improvements and additions to the village's capital improvements system, between those costs required to accommodate existing development and those costs required to accommodate the demands of new capital improvement impact projects generated by new growth contemplated in the comprehensive plan.

(b) The village council hereby adopts and incorporates by reference the study entitled "Village of Palm Springs Mobility Fee Technical Report," dated April 2025, prepared by NUE Urban Concepts, LLC and DDEC, LLC. This adoption includes, but is not limited to, the following: the mobility projects included in the mobility plan, the basis of the assumptions, conclusions, and findings in such report as to the basis of the mobility fee, the methodology for calculating the mobility fee, the person miles of travel person miles of capacity assigned to mobility projects, the person travel demand and mobility fee rates assigned to various land use categories. The Technical Report presents the technical analysis and detailed methodology supporting the mobility fees consistent with the mobility projects included in the mobility plan. Florida Statute limits updates of mobility fees to once every four years, unless there is a finding of extraordinary circumstances. The latest Technical Report shall be maintained by the Village and made available upon request.

(Ord. No. 2021-03 , § 1(34-1530), 6-10-2021)

Sec. 34-1505. Fees imposed.

(a) All capital improvement impact projects occurring within the village's impact fee benefit district, after the effective date, shall either pay the impact fees established in this section or redeem equivalent and valid developer credits.

(b) The impact fees are imposed on all capital improvement impact projects located in the village, at the rates established under the applicable impact fee land use category in Table 1 and Table 2.

(c) The impact fees authorized by this article shall be as stated in Table 1 and Tabel 2. A proposed capital improvement impact project shall pay the stated amount for each category of the capital improvement system at the time of building permit issuance.

Table 1
Village of Palm Springs Parks and Recreational Facilities Impact Fee Schedule

Land Use	Impact Unit	Maximum Calculated Impact Fee
Residential		
Single-Family (detached/attached):		
- Less than 1,500 sf	du	$659.00
- 1,500 to 2,499 sf	du	$731.00
- 2,500 sf or more	du	$819.00
Multifamily (Apartment/Condo)	du	$485.00
Mobile Home	du	$582.00
Senior Adult Housing (Detached)	du	$560.00
Senior Adult Housing (Attached)	du	$370.00

Table 2
Village of Palm Springs Law Enforcement Impact Fee Schedule

ITE LUC	Land Use	Impact Unit	Maximum Calculated Impact Fee
Residential:			
210	Single-Family (detached/attached)		
	- Less than 1,500 sf	du	$271.44
	- 1,500 to 2,499 sf	du	$301.60
	- 2,500 sf or more	du	$337.51
220/230	Multifamily (Apartment/Condo):	du	$199.63
240	Mobile Home	du	$239.85
251	Senior Housing (Detached)	du	$229.79
252	Senior Housing (Attached)	du	$152.24
Transient, Assisted, Group:			
253	Congregate Care Facility	du	$208.01
254	Assisted Living Facility	bed	$145.45
310	Hotel	room	$153.27
320	Motel	room	$126.68
620	Nursing Home	bed	$170.48
Recreational:			
430	Golf Course	hole	$131.38
444	Movie Theater	screen	$811.72
Institutions:			
520	Elementary School (Private)	student	$12.51
522	Middle School (Private)	student	$14.08
530	High School (Private)	student	$14.08
540	University/Junior College (7,500 or fewer students) (Private)	student	$15.64
550	University/Junior College (more than 7,500 students) (Private)	student	$12.51
560	Church	1,000 sf	$57.87
565	Day Care Center	1,000 sf	$126.68
Medical:			
610	Hospital	1,000 sf	$201.76
630	Clinic	1,000 sf	$284.65
Office:			
710	General Office	1,000 sf	$139.20
720	Medical Office 10,000 sq. ft. or less	1,000 sf	$187.68
720	Medical Office greater than 10,000 sq. ft.	1,000 sf	$269.01
Retail:			
820	Shopping Center/Retail	1,000 sfg	$236.16
840/841	New/Used Auto Sales	1,000 sf	$245.55
850	Supermarket	1,000 sf	$376.92
880/881	Pharmacy/Drug Store with and without Drive-Thru	1,000 sf	$289.34
890	Furniture Store	1,000 sf	$50.05
Services:			
911	Bank/Savings Walk-In	1,000 sf	$161.09
912	Bank/Savings Drive-In	1,000 sf	$233.04
931	Quality Restaurant	1,000 sf	$900.86
932	High-Turn Over Restaurant	1,000 sf	$871.15

934	Fast Food Restaurant w/Drive-Thru	1,000 sf	$1,517.08
942	Automobile Care Center	1,000 sf	$261.19
944	Gas Station w/Convenience Market <2,000 sq. ft.	fuel pos.	$228.34
945	Gas Station w/Convenience Market 2,000-2,999 sq. ft.	fuel pos.	$278.39
960	Gas Station w/Convenience Market 3,000+ sq. ft.	fuel pos.	$315.93
Industrial:			
110	General Light Industrial	1,000 sf	$78.20
140	Manufacturing	1,000 sf	$71.94
150	Warehousing	1,000 sf	$17.20
151	Mini-Warehouse	1,000 sf	$6.26
154	High-Cube Transload/Storage	1,000 sf	$14.08

(d) All new development occurring within the mobility fee assessment area, after the effective date, shall pay the mobility fees established in this section.

(e) The mobility fees are imposed on all new development located in the village, at the rates established under the applicable mobility fee land use category in Table 3.

(f) The mobility fees authorized by this article shall be as stated in Table 3. New development shall pay the applicable mobility fee per unit of measure for land use categories in the mobility fee schedule at the time of building permit issuance.

Table 3
Village of Palm Springs Mobility Fee Schedule

Land Use Categories, Use Classifications & Representative Uses (In Parentheses)	Unit of Measure	Mobility Fee Rate
Residential Uses		
Residential Dwelling (Attached, Detached, Duplex, Group, Row, Multiple-Family, Single-Family)	1,000 sq. ft.	$3,659
Institutional Uses		
Community Serving (Center, Club, Clubhouse, Lodge, Museum, Performance Venues, Place of Assembly or Worship)	1,000 sq. ft.	$2,598
Long Term Care (Adult Day Care, Assisted Living, Continuum of Care Facility, Group Care, Nursing Home)	1,000 sq. ft.	$2,863
Private Education (Afterschool, Child Care or Day Care, K-12, Pre-K, Trade School, Tutor)	1,000 sq. ft.	$3,771
Commercial Recreation Facility Uses		
Outdoor Recreation (Courts, Fields, Fitness, Golf, Multi-Purpose, Sports)	acre	$18,992
Indoor Recreation (Fitness, Gym, Health, Indoor Amusement, Entertainment or Sports, Kids Activities or Fitness)	1,000 sq. ft.	$13,770

Industrial Uses		
Industrial (Heavy, Flex-Unit, Light, Micro-brewery, Self or Outdoor Storage, Utilities)	1,000 sq. ft.	$1,986
Office Uses		
Business (Business, Profession and Occupation, Business or Professional Service, Higher Education, Hospital)	1,000 sq. ft	$4,362
Medical or Dental (Clinic, Dental, Health Service, Laboratory, Emergency Care, Rehab, Veterinary)	1,000 sq. ft	$9,960
Retail Sales and Service Uses		
Retail (Discount, Large Scale, Nursery, Personal Services, Sales & Services, Superstore, Variety, Vehicle Sales)	1,000 sq. ft	$7,533
High Impact Retail (Drinking Establishment, Financial Service, Full Service Restaurant, Grocery, Package Liquor, Pharmacy)	1,000 sq. ft	$13,666
Convenience Retail (Convenience Store, Gas or Service Station)	1,000 sq. ft	$43,449
Quick Service Restaurant (Carry Out, Delivery Oriented, Drive-In, Fast Casual, Fast Food)	1,000 sq. ft	$40,773
Non-Residential Additive Uses (All uses are additive except mobile residence and overnight lodging)		
Automotive Repair Establishment (Major or Minor Repair, Tires)	bay or stall	$6,378
Commercial Use Drive-Thru (Convenience, Dry Cleaner, High Impact Retail, Retail)	lane	$16,099
Financial Service Drive-Thru Lane or Free-Standing ATM (Banks, Credit Unions, Other Financial)	lane / ATM	$19,658
Overnight Lodging (B&B, Hotel, Motel, Short Term Vacation Rental)	room	$3,040
Quick Service Restaurant Drive Thru	lane	$43,774
Mobile Residence (Mobile Home (MH), Recreational Vehicle (RV), Travel Trailer (TT), MH, RV, and / or TT Park)	space / lot	$2,037
Vehicle Charging or Fueling (Commercial Facility which requires Membership or Payment)	charging or fueling position	$9,736
Vehicle Cleaning (Automated, Carwash, Detailing, Self-Service, Wash, Wax)	lane or stall plus per five (5) stations	$15,351

(g) The mobility fee calculation for certain land uses varies from the Village's other impact fees. The following are unique mobility fee specific calculations:

(1) For any residential dwelling, regardless of type of residential use, is based on the total residential square footage, divided by 1,000, and multiplied by the applicable mobility fee rate.

(2) For commercial recreation facility uses that feature both indoor facilities and outdoor recreation, the total mobility fee shall be the sum of the indoor mobility fee based on square footage plus the outdoor mobility fee based on acreage. Any square footage that is leased to an unaffiliated third-party use that provides drinks, food, goods, services, shall be required to pay the applicable mobility fee per the individual uses identified in the mobility fee schedule. For overnight accommodation, the mobility fee shall be based on the total number of rooms per the overnight lodging mobility fee rate.

(3) For commercial storage uses, acreage for any unenclosed material and vehicle storage, including but not limited to boats, commercial vehicles, recreational vehicles (RV), and trailers, sales and display shall be converted to square footage by multiplying the total acreage by 43,560.

(4) For institutional, industrial, office, and retail sales and service uses, the mobility fee shall be based on the total non-residential square footage, divided by 1,000, and multiplied by the applicable mobility fee rate.

(5) Overnight lodging is based on the number of rooms available for guest. Any square footage that is leased to a third-party unaffiliated use that provides drinks, food, goods, or services to the public, shall be required to pay the applicable mobility fee per use. This does not apply to conference spaces, markets, or food and beverage service provided by the overnight lodging primarily for guest.

(6) Mobile residence is based on the number of lots or spaces rooms available for a mobile residence. Any square footage that is leased to a third-party unaffiliated use that provides drinks, food, goods, or services to the public, shall be required to pay the applicable mobility fee per use. This does not apply to community spaces, laundry facilities, or food and beverage provided for residents.

(7) For non-residential additive uses, mobility fees are assessed per applicable unit of measure multiplied by the applicable mobility fee rate, plus the mobility fee assessed for the square footage of non-residential buildings.

a. Automotive repair establishments are assessed per bay or stall, plus the retail mobility fee rate associated with any additional square footage for waiting areas, goods, parts, supplies, and transactions.

b. Any drive-thru associated with a retail or high impact retail use will be an additive fee in addition to the applicable retail mobility fee per square foot of the building. The number of drive-thru lanes will be based on the number of lanes present when an individual places an order or picks up an order, whichever is greater.

c. Financial services drive-thru or freestanding ATM include banks, credit unions, and financial institutions with a drive-thru shall pay the high impact retail rate for the square footage of the building under the high impact retail use category. Drive-thru lanes, free standing ATM's and drive-thru lanes with ATM's are assessed a separate fee per lane or per ATM and are added to any mobility fee associated with the building. The free-standing ATM is for an ATM only and not an ATM within or part of another non-financial building, such as an ATM within a grocery store or a convenience store.

d. Any drive-thru associated with a quick service restaurant will be an additive fee in addition to the applicable convenience retail or quick service restaurant per square foot of the building. The number of drive-thru lanes will be based on the number of lanes present when an individual places an order or picks up an order, whichever is greater.

e. Vehicle charging or fueling mobility fees are based on the maximum number of vehicles that could be charged or fueled at one time. The mobility fee rates per vehicle charging or fueling position apply to a convenience store, gas station, general store, grocery store, supermarket, superstore, variety store, wholesale club or service stations with fuel pumps. In addition, there shall be a separate mobility fee for the square footage of any retail building per the applicable mobility fee rate under commercial and retail uses. Non-commercial vehicle charging stations associated with residential or non-residential uses that are required by the city or are provided by the owner as an amenity and not a commercial purpose shall not be assessed a mobility fee.

f. Vehicle cleaning shall mean any car wash, wax, or detail where a third party or automatic system performs the cleaning service. Mobility fees are assessed per bay, lane, stall, or tunnel. For automated car washes, mobility fees are also assessed per five (5) finishing stations for waxing, drying, detailing, or vacuuming the vehicle. The high impact retail rate shall be used to calculate the mobility fee for any additional building square footage.

(h ~~d~~) Payment of impact fees and mobility fees under this section does not exempt an applicant from the requirement to provide site related access improvements, including required right-of-way dedications or easement deeds, in accordance with the village code requirements, and/or any valid ordinance or regulation applicable to new development. ~~the proposed capital improvement impact project.~~

(Ord. No. 2021-03 , § 1(34-1540), 6-10-2021)

Sec. 34-1506. Exemptions.

(a) The following shall be exempted from payment of ~~impact~~ fees:

(1) Impact fees shall be exempt for ~~A~~ alteration, expansion or replacement of an existing dwelling unit which does not increase the number of families which that dwelling unit is arranged, designed, or intended to accommodate for the purpose of providing living quarters, except in the case of single-family homes when the expansion results in the dwelling unit to move into a different tier.

(2) Alteration or expansion of a building if the building use upon completion does not generate greater demand for the applicable category of the capital improvement system than was assumed in the impact fee study and reflected under the applicable impact fee rate; or does not generate an increase in person travel demand per the mobility fee technical report.

(3) Replacement of a building or the construction of an accessory building if the replacement building or accessory building does not result in a land use generating greater demand for the applicable category of the capital improvement system than was assumed in the impact fee study and reflected under the applicable impact fee rate; or does not generate an increase in person travel demand per the mobility fee technical report.

(4) Temporary construction sheds or trailers erected to assist in construction and maintained during the term of a building permit.

(5) Public schools and charter schools, pursuant to F.S. § 1002.33(18)(d).

(6) Any other use exempt under Florida Statutes.

(b) The village shall not increase ~~impact~~ fee rates to offset any reduced revenue resulting from exemptions granted under this section, if any. ~~In addition, to the extent an impact-generating use is exempt, the village will further ensure sufficient funding availability to maintain levels of service.~~

(Ord. No. 2021-03 , § 1(34-1550), 6-10-2021)

Sec. 34-1507. Payment.

(a) Except as otherwise provided in this article, no person shall carry out any capital improvement impact project or new development until ~~unless~~ the appropriate fees have been paid ~~impact fee as set forth in sections 34-1505, 34-1507, 34-1509 or 34-1510 is paid~~ at the time of issuance of the building permit. ~~for the capital improvement impact project.~~

(b) Except as provided in subsection (c) below, each proposed capital improvement impact project and new development shall be categorized by the director according to the land use categories set forth in section 34-1505. The director will categorize a proposed capital improvement impact project and new development based on the meanings assumed in the impact fee study, mobility fee technical report, the definitions in section 1-2 of the Village Code, the Land-Based Classification Standards, (APA) (https://www.planning.org/lbcs/), or other generally accepted source.

(c) If a proposed use is not specifically listed and is determined by the director not to apply to any listed land use category in section 34-1510, the provisions of section 34-1509 of this article apply.

(d) All ~~impact~~ fees required by this article shall be paid directly to the Village of Palm Springs.

(e) The payment of ~~impact~~ fees shall be in addition to any other fees, charges or assessments due for the issuance of a building permit, except as expressly provided otherwise by the Village Code of Ordinances.

(f) The obligation for payment of ~~impact fee~~ fees shall run with the land.

(g) The village council may impose a reasonable administrative charge for the collection of ~~impact~~ fees, not in excess of actual costs.

(Ord. No. 2021-03 , § 1(34-1560), 6-10-2021)

Sec. 34-1508. Changes in use.

~~Impact fees~~ Fees shall be imposed and calculated on any or all of the applicable below listed conditions for the alteration, expansion or replacement of a building or dwelling unit or the construction of an accessory building if the alteration, expansion, or replacement of the building or dwelling unit or the construction of an accessory building results in a land use determined to generate greater impacts on the village's capital improvement systems and transportation system than the present use under the applicable ~~impact~~ fee rate. The ~~impact fee~~ fees imposed under the applicable ~~impact~~ fee rates shall be calculated as follows:

(a) When there is a change in land use, the ~~impact~~ fees imposed shall be the ~~impact~~ fees due under the applicable ~~impact~~ fee rate for the ~~impact fee~~ land use category resulting from the land use change less the ~~impact~~ fee that would be imposed under the applicable ~~impact~~ fee rate for the ~~impact~~ fee land use category prior to the land use change.

(b) Unless exempt by section 34-1506, when the square footage of a building is increased, the impact fee and mobility fee rate shall be calculated based only on the increased square footage.

(c) Unless exempt by section 34-1506, the impact fee imposed for any accessory buildings shall be that applicable under the impact fee rate for the land use for the primary building.

(Ord. No. 2021-03 , § 1(34-1570), 6-10-2021)

Sec. 34-1509. Calculation of fees for non-listed uses and mixed-uses.

(a) If a capital improvement impact project or new development involves a land use not listed under the ~~impact~~ fee land use categories set forth in section 34-1540, the director shall determine the impact on the applicable category of capital improvement systems and transportation system to be generated by the proposed capital improvement impact project and new development and shall calculate appropriate ~~impact~~ fees utilizing a methodology generally consistent with section 34-1590.

(b) If a capital improvement impact project or new development involves a mixed-use capital improvement impact project or new development, the director shall calculate the ~~impact~~ fees based upon the demand, by category of capital improvement system or transportation system, to be generated by each separate land use category included in the proposed mixed-use capital improvement impact project or new development. Outparcels within larger developments shall be calculated individually and not included in the overall square footage of the development.

(Ord. No. 2021-03 , § 1(34-1580), 6-10-2021)

Sec. 34-1510. Alternative fee; calculation.

(a) If an applicant believes that the impact to the law enforcement facilities, ~~or~~ parks and recreation facilities, or transportation system caused by the applicant's proposed capital improvement impact project or new development is less than the fee established in section 34-1508 or 34-1509, the applicant may, at their ~~his or her~~ own expense, prior to issuance of a building permit for such capital improvement impact project or new development, submit a calculation of an alternative impact fee or mobility fee to the director pursuant to the provisions of this section. The director shall make a determination within ten business days of submittal, or as otherwise required by law, as to whether that calculation complies with the requirements of this section.

(b) For purposes of any alternative ~~impact~~ fee calculation, the capital improvement impact project or new development shall be presumed to have the maximum impact on the capital improvement system or transportation system for the land use category contemplated under the impact fee rate or mobility fee rate.

(c) If an applicant decides to perform an alternative ~~impact~~ fee study, the methodology for said study shall be approved by the director, based on the methodology adopted by the village council in the ~~impact~~ fee study, before the applicant begins the study. Through an alternative ~~impact~~ fee study, an applicant may calculate the demand component for a proposed development that is different than that described in the ~~impact~~ fee study. However, the cost and credit components for the alternative ~~impact~~ fee shall be those included in the ~~impact~~ fee study, adjusting for any indexing applied under section 34-1620 or adjustments made by the village council to the fees calculated in the ~~impact~~ fee study.

(d) An application for an alternative ~~impact~~ fee shall include the following information:

(1) For law enforcement, and parks and recreation impact fees:

a. Public facility demand for the proposed development, based on local empirical surveys for the same or similar land use types; and

b. Estimated population based upon local empirical surveys of similar land use types.

(2) For mobility fees:

a. Person travel demand from new developments, based on localized surveys and studies of the same or similar land uses; and

b. Updates to mobility projects.

(e) The alternative ~~impact~~ fee calculations shall be based on data, information or assumptions contained in this article or independent sources, provided that:

(1) The independent source is a village-accepted source of engineering or planning information; or

(2) The independent source is a local study supported by a database adequate for the conclusions contained in that study, performed by a professional engineer or planner, pursuant to a generally accepted methodology of planning or engineering; or

(3) If an applicant for a previously approved capital improvement impact project or new development, submitted a traffic impact study during a village approval process, which is substantially consistent with the criteria required by this section, and if that study is determined by the director to be current, the impact of that previously approved project shall be presumed for the proposed project to be as described in the prior study. In such circumstances, an alternative ~~impact~~ fee shall be established reflecting the capital improvement impacts or person travel demand impacts described in the prior study.

(f) If the director determines that the data, information and assumptions utilized by the applicant to calculate the alternative ~~impact~~ fee comply with the requirements of this section, the alternative ~~impact~~ fee shall be paid in lieu of the fee set forth in section 34-1505 or section 34-1509.

(g) If the director determines that the data, information and assumptions utilized by the applicant to calculate the alternative ~~impact~~ fee do not comply with the requirements of this section, then the village shall provide to the applicant by certified mail, return receipt requested, written notification of the rejection of the alternative village-wide ~~impact~~ fee, and the reason therefor.

(Ord. No. 2021-03 , § 1(34-1590), 6-10-2021)

Sec. 34-1511. Developer contribution credits.

(a) The village shall grant a credit against the ~~impact~~ fee imposed pursuant to this chapter for the donation of land or for the construction of offsite improvements, other than access improvements, to a category of the capital improvement system or mobility projects that the village requires or has required pursuant to a development order, including capital improvement or mobility project obligations made prior to or after the effective date of this article. Such prior obligations may include development agreements, administrative or discretionary approvals, or mitigation fees and contributions.

(b) All ~~impact~~ fee credits associated with projects subject to a development of regional impact development order shall be consistent with the provisions of F.S. § 380.06, 163.31801(5), 163.31 and other applicable laws.

(c) In order to receive a credit, the director must determine that:

(1) Previously obligated capital improvements or mobility projects either:

a. Are included in the village's five-year capital improvement plan or mobility projects were at the time the obligation arose; or

b. Are substantially similar in nature and extent to the same category of the capital improvement system or transportation system included on the village's five-year capital improvement plan; or

(2) Proposed capital improvements or mobility projects are an integral part of and a necessary accommodation of the contemplated offsite improvements to the category of capital improvement system or mobility projects included in the village's five-year capital improvement plan.

(d) Unless established otherwise by the director, based on prior documentation, the amount of credit resulting from a capital improvement or mobility projects obligated prior to the effective date of this article shall be

the present value of the obligated improvements minus the maximum ~~impact~~ fee recommended in the impact fee study, mobility fee technical report, or as determined under section 34-1590.

(e) The amount of a developer contribution credit proposed after the effective date of this article shall be determined according to the following standards of valuation:

(1) The value of donated land shall be based upon a written appraisal of fair market value by an M.A.I. appraiser, selected and paid for by the applicant, based upon comparable sales of similar property between unrelated parties utilizing accepted land appraisal methodologies. If the appraisal does not conform to the requirements of this section, the appraisal shall be corrected and resubmitted. If the director disagrees with the appraised value, the village may engage another appraiser and the value of the land donation shall be an amount equal to the average of the two appraisals. If the village's appraisal varies by 25 percent or more from the applicant's, the village may assess the cost of the village's appraisal against the applicant as provided by law.

(2) The cost of anticipated construction of offsite improvements to a category of the capital improvement system or mobility project shall be based upon cost estimates certified by a registered professional engineer and approved by the village.

(3) The land and construction contributions shall receive credits under this section only for capacity adding capital improvements to the category of the capital improvements system, in order to accommodate capital improvement impact projects, consistent with the impact fee study and the village's five-year capital improvement plan.

(4) The land and construction contributions shall receive credits under this section only for mobility projects included in the mobility plan or capital improvements element, or the village council agrees to add a mobility project to the capital improvements program.

(f) Prior to issuance of a building permit, the applicant shall submit to the director a proposed plan of construction of offsite improvements for the applicable category of the capital improvements system or mobility projects. The proposed plan of construction shall, in accordance with the requirements of this section, include:

(1) A list of the contemplated offsite improvements;

(2) A legal description of any land proposed to be donated and a written appraisal prepared in conformity with subsection (f)(1) of this section;

(3) An estimate of proposed construction costs certified by a registered professional engineer;

(4) A proposed time schedule for completion of the proposed plan of construction;

(5) A proposed methodology for the valuation of the requested credits in the event of subsequent increases in ~~impact~~ fee rates.

(g) The director shall determine:

(1) If a proposed plan of construction is in conformity with contemplated offsite improvements to the applicable category of the capital improvements system or mobility projects;

(2) If the proposed donation and construction by the applicant is consistent with the public interest;

(3) If the proposed construction time schedule is consistent with the village capital improvements work schedule; and

(4) In the event of a future ~~impact~~ fee rate increase, how holders of credits approved since the original effective date of this article, will receive the full benefit of the intensity or density prepaid by the credit balance as of the date it was first established; and

(5) Upon receipt of a proposed plan of construction, the director shall determine the amount of construction credit based upon the standards of valuation set out in this section, and shall approve a timetable for completion of construction.

a. All construction cost estimates shall be based upon, and all construction plans and specifications shall be in conformity with, the construction standards of the village. All plans and specifications shall be approved by the director prior to commencement of construction.

b. Credits approved by the director under this section shall be subject to a credit agreement with the village council.

c. The credit agreement shall establish, among other things, the duration for which the credits remain eligible for redemption by the village, not to exceed 20 years, as well as the impact on the value of the credits of any subsequent increases in applicable village ~~impact~~ fees, as required by F.S. § 163.31801(5).

d. Any applicant shall have a right of review, pursuant to section 34-1516, of the determinations and certifications of a proposed plan of construction and the determination and valuation of the developer contribution credit by the director.

e. If the amount of developer contribution credit for a category of capital improvement system impact fees or new development mobility fee, as determined by the director, exceeds the total amount of impact fees or mobility fees due by the applicant, the village council may execute with the applicant an agreement for future reimbursement of the excess of such construction credit from future receipts by the village of impact fees from that category of the capital improvement system only or mobility fees. Such agreement for reimbursement shall not be for a period in excess of ten years from the date of completion of the approved plan of construction, and shall provide for a forfeiture of any remaining reimbursement balance at the end of such ten-year period.

f. A credit shall not be awarded for any contribution of land, money, or services not made directly by the applicant, including a contribution or grant made by another entity.

g. Nothing contained in this section shall be interpreted or construed to qualify any land required as right-of-way under the village's land development regulations, or required by the county or the state, as donated land under this section.

(Ord. No. 2021-03 , § 1(34-1600), 6-10-2021)

Sec. 34-1512. Use of funds; refunds.

(a) In order to ensure impact fee and mobility fee revenues are spent to the proportional benefit of new development, the village council has established and will maintain a separate accounting funds for each of the following categories of the capital improvement system and transportation system, by benefit district:

(1) Law enforcement facilities; ~~and~~

(2) Parks and recreation facilities; and~~.~~

(3) Mobility projects.

(b) The accounting funds shall be maintained separate and apart from each other and from all other accounts of the village. All impact fees and mobility fees shall be deposited into the corresponding fund immediately upon receipt.

(c) The monies deposited into an impact fee and mobility fee accounting fund shall be used solely for the purpose of funding capital improvement capacity and mobility projects within the village, including, but not limited to:

(1) Design and construction plan preparation;

(2) Building construction;

(3) Permitting;

(4) Right-of-way and land acquisition, including all costs of acquisition or condemnation;

(5) Construction management and inspection;

(6) Surveying and soils and material testing;

(7) Necessary capital equipment;

(8) Repayment of monies transferred or borrowed from any budgetary fund of the village which were used to fund a capital improvement or mobility project; ~~and~~

(9) Payment of principal and interest, necessary reserves and costs of issuance under any bonds or other indebtedness issued by the village to provide funds to construct or acquire capital improvements to the village's capital improvement system, in order to mitigate increased impacts generated by new residential and, as applicable, nonresidential construction; and

(10) Defined mobility fee project expenses.

(d) Funds on deposit in an impact fee or mobility fee fund shall not be used, in whole or in part, to pay existing debt or for previously approved capital facilities, unless such expenditures are reasonably connected to and have a rational nexus with increased impacts on such facilities by new development. ~~construction.~~

(e) Funds on deposit in an impact fee or mobility fee fund shall not be used for any expenditure that would be classified as a maintenance, operation, or repair expense or to cure an existing deficiency in the capital improvement system or transportation system.

(f) Funds on deposit in an impact fee or mobility fee fund shall not be used for any expenditure other than for the same category of capital improvement system fee or mobility fee for which the fee was collected, in accordance with the impact fee study or mobility fee technical report, and only within the same benefit district from which the fees were collected.

(g) The monies deposited into an impact fee fund shall be used solely to provide additional capital improvement capacity to the village's capital improvement system required to accommodate new capital improvement impact projects, as provided in the village's five-year capital improvement plan or by agreement with Palm Beach County or other partnering agency providing capital improvements in the village impact fee benefit district.

(h) The monies deposited into the mobility fee fund shall be used solely to provide mobility projects for the village's transportation system required to accommodate increased person travel demand from new development, as provided in the village's mobility plan, five-year capital improvement plan or by agreement with Palm Beach County or other partnering agency providing mobility projects in the village mobility fee benefit district.

(i ~~h~~) Any monies on deposit which are not immediately necessary for expenditure shall be invested in interest bearing accounts by the village. All interest income derived from such investments shall remain or be deposited in the impact fee or mobility fee accounting fund on which the interest income was earned.

(j ~~i~~) The impact fees and mobility fees collected pursuant to this article shall be returned to the applicant that paid them on the building permit if:

(1) A building permit issued for a capital improvement impact project or new development is revoked, expires, withdrawn, or is cancelled prior to completion of the developer's project; or

(2) Such fees have not been expended or encumbered prior to the end of the fiscal year immediately following the seventh anniversary of the date upon which such fees were paid.

(k ~~j~~) Refunds shall be made only in accordance with the following procedure:

(1) The applicant shall file a refund request with the director for a revoked, expired, withdrawn, or cancelled building permit within 180 days of such action or, where it is alleged that the village has not complied with subsection (i)(2) above, shall file a petition with the village council within one year following the end of the fiscal year in which occurs the date of the seventh anniversary of the payment of the impact fee by the original capital improvement impact project or mobility fee by the new development.

(2) The petition for refund shall be submitted to the director and shall contain:

a. A notarized sworn statement that the petitioner was the applicant and paid the impact fees or mobility fees for which a refund is sought; and

b. A copy of the dated receipt issued for payment of the fee, or such other record as would indicate payment of the fee.

(3) Within 90 days from the date of receipt of a complete refund request application, related to a revoked, withdrawn, cancelled, or expired building permit, or as otherwise provided by law, the director shall either approve or deny the request.

(4) Within 60 days from the date of receipt of a petition for refund under subsection (j)(2) above, or as otherwise provided by law, the director will advise the petitioner and the village council of the status of the impact fee or mobility fee refund request, and, whether the impact fee or mobility fee paid has not been spent or encumbered within the applicable time period. If it was not, within 90 days of the petition, or as otherwise provided by law, the village council shall authorize the fees to be returned to the petitioner with interest at the average net interest rate earned by the village in the applicable impact fee or mobility fee accounting fund during the time such impact fee or mobility fee was on deposit. For the purposes of this section, fees collected are deemed to be spent or encumbered on the following basis: The first fee in shall be the first fee out.

(Ord. No. 2021-03 , § 1(34-1610), 6-10-2021)

Sec. 34-1513. Updating, indexing, annual reporting, and audits.

(a) At least once every five years, the village shall update the impact fee study and mobility fee technical report that provides the basis for the impact fees and mobility fees imposed under this article.

(b) During years when no update occurs, as required above, and beginning in June 2022 the impact fee schedules set forth in section 34-1540 shall be adjusted annually to account for inflationary increases in the costs to the village of providing capital improvements to new development.

(c) During years when no update occurs, as required above, and beginning in June 2025 the mobility fee schedule set forth in section 34-1540 shall be adjusted annually to account for inflationary increases in the costs to the village of providing mobility projects to new development.

(d ~~c~~) These annual adjustments shall be consistent with the methodology set forth in the impact fee study and mobility fee technical report and shall be based on the Construction Cost Index calculated by the Engineering News-Record (ENR), the Palm Beach County Property Appraiser, the U.S. Department of Labor Consumer Price Index, the National Highway Construction Cost Index, and Florida Department of Transportation

databases, as applicable and appropriate to a particular impact fee capital improvement system category and mobility fee mobility project.

(e ~~d~~) After consultation with the village attorney, the director shall confirm the reasonableness of the proposed index to the impact fee and mobility fee rates. Based on the reference data and methodology contained in this section, the director may submit a request for the proposed indexing of the impact fee and mobility fee rates as a separate item in the annual budget submittal to village council for the planning, zoning and building department. If village council approves the proposed indexing of the impact fee and mobility fee rates ~~rate~~ as a part of the department's budget submittal, the Director shall submit a resolution for village council approval, adopting the new impact fee and mobility fee rates, in ordinance with procedures required by law. If village council does not adopt the proposed indexing of impact fee or mobility fee rates, the impact fee rate or mobility fee rate for the previous year remains in effect.

(f e) Increases in impact fee and mobility fee rates must comply with the developer credit provisions in section 34-1600 and must ensure the holders of any impact fee or mobility fee credits created under this article, but in existence before a fee increase, receive the full benefit of the intensity or density prepaid by the credit balance as of the date it was first established, including credits granted under F.S. § 163.3180 or § 380.06 after the original effective date of this article.

(g ~~f~~) On an annual basis, the director shall report to the village council as to the following:

(1) The amount of impact fee and mobility fee revenues currently on account for each category of the capital improvement system for which impact fees and mobility fees are collected;

(2) The amount and nature of any expenditure or encumbrance of impact fees and mobility fees since the prior annual report;

(3) The status of outstanding developer credits and credit balances; and

(4) The amount and nature of any planned expenditures or encumbrances of impact fees and mobility fees prior to the next annual report.

(h ~~g~~) Audits of the village's financial statements, which are performed by a certified public accountant pursuant to F.S. § 218.39, and submitted to the auditor general, must include an affidavit signed by the finance director, stating that the village has complied with the requirements of F.S. § 163.31801.

(i ~~h~~) In addition to the items that are reported in the annual financial reports under F.S. § 218.39 and subsection (g) above, the village will issue a report on impact fees and mobility fees that includes the following data:

(1) The specific purpose of the impact fee and mobility fee, including the specific infrastructure needs to be met, for each category of impact fee and mobility fee collected pursuant to this article.

(2) The impact fee and mobility fee schedule policy describing the method of calculating impact fees and mobility fees, such as flat fees, tiered scales based on number of bedrooms, or tiered scales based on square footage, as set out in the impact fee study and mobility fee technical report.

(3) The amount assessed for each purpose and for each type of dwelling.

(4) The total amount of impact fees charged by type of dwelling and total amount of residential mobility fees.

(5) Each exception and waiver provided for construction or development of housing that is affordable.

(Ord. No. 2021-03 , § 1(34-1620), 6-10-2021)

Sec. 34-1514. Vested rights.

Nothing in this article shall limit or modify the rights of any person to complete any development or new development for which a lawful building permit was issued prior to the effective date of this article and on which there has been a good faith reliance and a substantial change of position.

(Ord. No. 2021-03 , § 1(34-1630), 6-10-2021)

Sec. 34-1515. Penalty.

Violations of this article may be punished as provided in section 34-572 of the Village Code. Additionally, the county may obtain an injunction or other legal or equitable relief in the circuit court against any person violating this article.

(Ord. No. 2021-03 , § 1(34-1640), 6-10-2021)

Sec. 34-1516. Appeals.

(a) Final decisions of the director, or his or her designee, under this article are subject to appeal. An appeal must be filed with the village clerk within 30 days of the date of the final decision to be appealed. Any appeal not timely filed as set forth above shall be waived. The village council shall hear the appeal. The hearing shall occur within 30 days of the receipt of the appeal, unless waived by the appellant, and a written decision shall be rendered within 20 days of the hearing.

(b) Nothing in this section shall affect the remedies the village has available under applicable law.

(Ord. No. 2021-03 , § 1(34-1650), 6-10-2021)

Sec. 34-1517. Effective date.

The village will provide notice of not less than 90 days before the effective date of adoption of this division and any revisions or any resolution increasing impact fee or mobility fee rates or adopting new impact fee or mobility fee rates.

(Ord. No. 2021-03 , § 1(34-1660), 6-10-2021)

Secs. 34-1518—34-1599. Reserved.

VILLAGE OF PALM SPRINGS

MOBILITY FEE
TECHNICAL REPORT

JUNE 2025



MOBILITY COHORT

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VILLAGE OF PALM SPRINGS
MOBILITY FEE
TECHNICAL REPORT

JUNE 2025

Produced for: Village of Palm Springs

Produced by: Jonathan B. Paul, AICP
Principal, NUE Urban Concepts, LLC
2000 PGA Blvd
Suite 4440
Palm Beach Gardens, FL 33408
833-NUC-8484
jbpaul@nueurbanconcepts.com
www.nueurbanconcepts.com

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NUE URBAN CONCEPTS, LLC
2000 PGA Blvd, Suite 4440
Palm Beach Gardens, FL 33408
833-NUC-8484
nueurbanconcepts@gmail.com

June 4th, 2025

Kimberly Glas-Castro, AICP, FRA-RA, LEED AP
Assistant Village Manager
Village of Palm Springs
226 Cypress Lane
Palm Springs, FL 33461

Re: Village of Palm Springs Mobility Fee Technical Report

Dear Kim:

Enclosed is the Village of Palm Springs Mobility Fee Technical Report dated June 2025. The Village Mobility Fees are based on mobility projects identified in the 2045 Village of Palm Springs Mobility Plan. The mobility projects included in the Mobility Plan are intended to meet future travel demand needs within the Village of Palm Springs. This Technical Report has been prepared for consideration by the Village Council as it reviews the implementing Mobility Fee Ordinance.

The development of a Village Mobility Fee is the first step in a multi-step process to replace transportation concurrency and road impact fees implemented by Palm Beach County with an alternative transportation system based on a mobility plan and mobility fee as provided for in Florida Statute Section 163.3180. The recently adopted House Bill 479 amendment to Florida Statute Section 163.3180 reinforced the ability of the Village, and municipalities throughout the State of Florida, to adopt an alternative transportation system to replace transportation concurrency and to adopt a mobility fee system as the only fee to mitigate transportation capacity impacts to be collected within the Village.

The Village should also proceed with adoption of the Comprehensive Plan Amendment transmitted to the State that ensures consistency with Florida Statutes and integrates the Mobility Plan and Mobility Fee into the Comprehensive Plan. Upon adoption of the Mobility Fee, the Village will also need to make best efforts to negotiate an interlocal agreement with Palm Beach County to address funding impacts on County Roads within the Village consistent with the guidance provided in House Bill 479 and the Village Mobility Plan.

The Village Mobility Fee, documented in the enclosed Technical Report, is consistent with legal and statutory requirements and meets the dual rational nexus test and the rough proportionality test, consistent with Florida Statute Sections 163.3164, 163.3180, 163.31801, and Florida Statute Chapter 380. The NUE Urban Concepts team looks forward to continuing to work with Village staff on finalize the Village's Mobility Plan and Mobility Fee, consistent with direction provided by the Village Council.

Sincerely,

Jonathan B. Paul

Jonathan B. Paul, AICP
Principal

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EXECUTIVE SUMMARY

In 1985, the Florida Legislature passed the Growth Management Act that required all local governments in Florida to adopt Comprehensive Plans to guide future development and mandated that adequate public facilities be provided "concurrent" with the impacts of new development. Transportation concurrency became the measure used by local governments to ensure that adequate public facilities, in the form of road capacity, was available to meet the transportation demands from new development.

By 1993, the Florida Legislature recognized that an unintended consequence of transportation concurrency is that it discouraged development in urban areas where road capacity was constrained and pushed development to suburban and rural areas where road capacity was either available or was cheaper to construct. In 2007, the Legislature introduced the concept of mobility plans and mobility fees as an alternative to transportation concurrency, proportionate share, and road impact fees. Mobility fees are a way for new development to mitigate its impact (i.e., traffic) through a streamlined and transparent one-time payment to local governments.

In 2011, the Legislature eliminated state mandated transportation concurrency and made it optional for any local government. In 2013, the Legislature encouraged local governments to adopt alternative mobility funding systems, such as a mobility fee, based on a plan of improvements. In 2019, the Legislature required mobility fees follow the same statutory process as impact fees. **In 2024, the Legislature, through HB 479, defined mobility fees and mobility plans and reaffirmed that any local government can adopt an alternative transportation system (fka alternative mobility funding systems), such as a mobility fee based on a mobility plan.**

The Palm Springs Mobility Fee has been developed to fund mobility projects identified in the Mobility Plan. The Mobility Fee will: (1) establish a new Mobility Fee collected by the Village; (2) replace the existing County Road Impact Fees assessed within the Village; and (3) be the only fee to mitigate transportation impacts collected within the Village.

The Mobility Fee system features a single Assessment Area where mobility fees are equally assessed on new development within the Village based on the type of land use. The Mobility Fee features a single Benefit District to ensure Mobility Fees paid to the Village are spent on mobility projects identified in the Mobility Plan that provide a mobility benefit to the new development that paid the Mobility Fee. **The Mobility Fee Technical Report, dated June 2025, documents the data and methodology used to develop a mobility fee, to mitigate the impact of new development based on the 2045 Mobility Plan, that meets legally established dual rational nexus and rough proportionality tests, and is consistent with the requirements of Florida Statute Sections 163.3180, 163.31801, and Florida Statute Chapter 380.**

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VILLAGE OF PALM SPRINGS MOBILITY FEE		
LAND USE CATEGORIES (DARK GREY), USE CLASSIFICATIONS, & REPRESENTATIVE USES (IN PARENTHESES)	UNIT OF MEASURE (UOM)	2025 MOBILITY FEE
Residential Uses		
Residential Dwelling (attached, detached, duplex, group, row, multiple-family, single-family)	per 1,000 Sq. Ft.	$3,659
Institutional Uses		
Community Serving (Center, Club, Clubhouse, Lodge, Museum, Performance Venues, Place of Assembly or Worship)	per 1,000 Sq. Ft.	$2,598
Long Term Care (Adult Day Care, Assisted Living, Continuum of Care Facility, Group Care, Nursing Home)	per 1,000 Sq. Ft.	$2,863
Private Education (Afterschool, Child Care or Day Care, K-12, Pre-K, Trade School, Tutor)	per 1,000 Sq. Ft.	$3,771
Commercial Recreation Facility Uses		
Outdoor Recreation (Courts, Fields, Fitness, Golf, Multi-Purpose, Sports)	per Acre	$18,992
Indoor Recreation (Fitness, Gym, Health, Indoor Amusement, Entertainment or Sports, Kids Activities or Fitness)	per 1,000 Sq. Ft.	$13,770
Industrial Uses		
Industrial (Heavy, Flex-Unit, Light, Micro-brewery, Self or Outdoor Storage, Utilities)	per 1,000 Sq. Ft.	$1,986
Office Uses		
Business (Business, Profession and Occupation, Business or Professional Service, Higher Education, Hospital)	per 1,000 Sq. Ft.	$4,362
Medical or Dental (Clinic, Dental, Health Service, Laboratory, Emergency Care, Rehab, Veterinary)	per 1,000 Sq. Ft.	$9,960
Retail Sales and Service Uses		
Retail (Discount, Large Scale, Nursery, Personal Services, Sales & Services, Superstore, Variety, Vehicle Sales)	per 1,000 Sq. Ft.	$7,533
High Impact Retail (Drinking Establishment, Financial Service, Full Service Restaurant, Grocery, Package Liquor, Pharmacy)	per 1,000 Sq. Ft.	$13,666
Convenience Retail (Convenience Store, Gas or Service Station)	per 1,000 Sq. Ft.	$43,449
Quick Service Restaurant (Carry Out, Delivery Oriented, Drive-In, Fast Casual, Fast Food)	per 1,000 Sq. Ft.	$40,773
Non-Residential Additive Uses (All uses are additive except mobile residence and overnight lodging)		
Automotive Repair Establishment (Major or Minor Repair, Tires)	per Bay or Stall	$6,378
Commercial Use Drive-Thru (Convenience, Dry Cleaner, High Impact Retail, Retail)	per Lane	$16,099
Financial Service Drive-Thru Lane or Free-Standing ATM (Banks, Credit Unions, Other Financial)	per Lane / ATM	$19,658
Overnight Lodging (B&B, Hotel, Motel, Short Term Vacation Rental)	per Room	$3,040
Quick Service Restaurant Drive Thru	per Lane	$43,774
Mobile Residence (Mobile Home (MH), Recreational Vehicle (RV), Travel Trailer (TT), MH, RV, and / or TT Park)	per Space / Lot	$2,037
Vehicle Charging or Fueling (Commercial Facility which requires Membership or Payment)	per Charging or Fueling Position	$9,736
Vehicle Cleaning (Automated, Carwash, Detailing, Self-Service, Wash, Wax)	per Lane or Stall plus per five (5) Stations	$15,351
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VILLAGE OF PALM SPRINGS
MOBILITY FEE
TECHNICAL REPORT

JUNE 2025

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INTRODUCTION

The Village of Palm Springs intends for the Mobility Fee to provide an alternative transportation system to replace transportation concurrency for all new development within the Village that has land uses entitlements consistent with the currently adopted Comprehensive Plan. The Village's Mobility Fee is based on a Mobility Plan that establishes **mobility projects "needed"** to meet growth in travel demand and enhance the Village's transportation system by providing residents, employees, businesses, students, and visitors with safe and convenient mobility options to travel within the Village and surrounding areas.

Mobility Projects consist of **improvements, programs, and services such as sidewalks, multi-use paths and trails, cycle tracks, traffic calming, pedestrian safety, intersection improvements, raised intersections, roundabouts, multimodal crossings, pedestrian bridges, wider roads, transit circulators, wayfinding, and Safe Routes to School.**

Mobility Fees are not: ***(1) a reoccurring tax; (2) assessed to existing residential or non-residential property; or (3) deposited into general revenue funds of the Village.***

Mobility Fees are: ***(1) a streamlined one-time assessment on new development within the Mobility Fee Assessment Area; (2) intended to offset the travel demand impact of new development; and (3) deposited into special revenue fund for mobility fees to be expended within the Mobility Fee Benefit District.***

New Development is defined as ***"new residential and non-residential construction, any new land development or site preparation activity, any new construction of buildings or structures, any modification, reconstruction, redevelopment, or upgrade of buildings or structures, any change of use of a building, land, or structure, and any special exception approval, variance, or special use permit that results in an increase in an impact to the transportation system."***

Impact is defined as ***"any new development that results in an increase in person travel demand above the demand generated by the existing use of property, including submerged lands."***

The Mobility Fee system features a single **Assessment Area** that includes all property located within the Village and any adjacent areas that are annexed into the Village **(Map A).** The assessment area defines where new development is assessed a mobility fee. The mobility fee system has been developed to assess a uniform mobility fee rate per land use established on the mobility fee schedule. Mobility fees are assessed at the time of development permit application and are paid at the time a development permit is issued by the Village.

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The Mobility Fee system features a single **Benefit District** that covers the entire Village, along with adjacent areas outside Village limits **(Map B).** The Benefit District extends beyond current Village limits as people walking, bicycling, riding transit, and driving vehicles do not stop at Village limits. There may be instances where it makes sense to extend a mobility project beyond Village limits or contribute to a mobility project outside Village limits to enhance access to the extent there is a mobility benefit provided to new development. The Benefit District also enables the Village to address extra jurisdictional impacts as required by Florida Statute.

When mobility fees are paid by new development, they are deposited into a special revenue fund established by the Village. Mobility fees are legally and statutorily required to be spent on mobility projects identified in the Mobility Plan to provide a mobility **"benefit"** to new development that paid the mobility fee. The Village Council determines how mobility fee revenues are allocated and expended on mobility projects through annual updates to the Capital Improvements Program (CIP).

Once adopted, the Mobility Fee will be the only transportation mitigation fee collected from new development in the Village consistent with Florida Statute. The Village is currently (2025) amending its Comprehensive Plan to integrate the Mobility Plan and Mobility Fee and ensure that the Comprehensive Plan is consistent with requirements of Florida Statute Sections 163.3164, 163.3177, 163.3180, and 163.31801. After adoption of the Mobility Fee, the Village will make best efforts to begin negotiating an interlocal agreement with Palm Beach County to address transportation mitigation consistent with H.B. 479. Those negotiations will be based on the adopted Village of Palm Springs 2045 Mobility Plan.

The Mobility Fee is based on mobility projects established in the **2045 Mobility Plan** that are **"needed"** over the next 20 years to meet projected growth in travel demand. The **Mobility Fee Technical Report** has been developed to document the data and methodology to develop an alternative transportation system to replace transportation concurrency, consistent with Florida Statute Section 163.3180. The Mobility Fee Technical Report has been developed consistent with the **"needs"** and **"benefits"** requirements of the **"dual rational nexus test"** and the calculated mobility fee is **"roughly proportionate"** to the impacts of new development as required by Florida Statute Section 163.3180 and 163.31801.

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LEGISLATIVE BACKGROUND

The State of Florida passed the Growth Management Act of 1985 that required all local governments in Florida adopt Comprehensive Plans to guide future development. The Act mandated that adequate public facilities must be provided "concurrent" with the impacts of new development. State mandated "concurrency" was adopted to ensure the health, safety, and general welfare of the public by ensuring that adequate public facilities would be in place to accommodate the demand for public facilities created by new development.

Transportation concurrency became the measure used by the Florida Department of Community Affairs (DCA), Florida Department of Transportation (FDOT), Regional Planning Councils (RPCs), and local governments to ensure that adequate public facilities, in the form of road capacity, was available to meet the transportation demands from new development. To meet the travel demand impacts of new development and be deemed "concurrent", transportation concurrency was primarily addressed by constructing new roads and widening existing roads.

Traditional transportation concurrency allowed governmental entities to deny development where road capacity was not available to meet the travel demands from new development. Transportation concurrency also allowed governmental entities to require that developments be timed or phased concurrent with the addition of new road capacity. In addition, transportation concurrency also allowed governmental entities to require new development to improve (widen) roads that were already overcapacity (aka "deficient" or "backlogged').

In urban areas throughout Florida, traditional transportation concurrency had the unintended consequence of limiting and stopping growth in urban areas. This occurred because roads were often over capacity based on traffic already on the roads or the combination of that traffic and trips from approved developments. Further, the ability to add road capacity in urban areas was more limited as right-of-way was often constrained by existing development and utilities, physical barriers, and environmental protections.

Stopping development in urban areas encouraged suburban sprawl by forcing new development to suburban and rural areas where road capacity was either readily available or cheaper to construct. In the late 90's, as the unintended impact of transportation concurrency became more apparent, the Legislature adopted Statutes to provide urban areas with alternatives to address the impact of new development through Transportation Concurrency Exception Areas (TCEA) and Transportation Concurrency Management Areas (TCMA).

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The intent of TCEAs and TCMAs was to allow local governments alternative solutions to provide mobility within urban areas by means other than providing road capacity and to allow infill and redevelopment in urban areas. In the mid 2000's, Florida experienced phenomenal growth that strained the ability of local governments to provide the necessary infrastructure to accommodate that growth. Many communities across the State started to deny new developments, substantially raise impact fees, and require significant transportation capacity improvements.

In 2005, the Legislature enacted several laws that weakened the ability of local governments to implement transportation concurrency by allowing new development to make proportionate share payments to mitigate its travel demand. The Legislature also introduced Multi-Modal Transportation Districts (MMTD) for areas that did qualify for TCEAs or TCMAs.

In 2007, the Florida Legislature introduced the concept of mobility plans and mobility fees to allow development to equitably mitigate its impact and placed additional restrictions on the ability of local governments to charge new development for over capacity roadways. The Legislature directed the Florida Department of Community Affairs (DCA) and the Florida Department of Transportation (FDOT) to evaluate mobility plans and fees and report the findings to the Legislature in 2009.

In 2009, the Legislature designated Dense Urban Land Areas (DULA), which are communities with a population greater than 1,000 persons per square mile, as TCEA's. The Legislature accepted the findings of the DCA and FDOT analysis for mobility plans and mobility fees but did not take any formal action as the State was in the great recession. The Legislature also placed further restrictions on local government's ability to implement transportation concurrency, by adding direction on how to calculate proportionate share and how overcapacity roads are addressed.

In 2011, the Florida Legislature through House Bill (HB) 7207 adopted the "Community Planning Act" which implemented the most substantial changes to Florida's growth management laws since the 1985 "Local Government Comprehensive Planning and Land Development Regulation Act," which had guided comprehensive planning in Florida for decades.

The 2011 legislative session eliminated State mandated concurrency, made concurrency optional for local governments, and eliminated the Florida Department of Community Affairs (DCA) and replaced it with the Florida Department of Economic Opportunity (DEO). The Act essentially removed the DEO, Florida Department of Transportation (FDOT), and Regional Planning Councils (RPC) from the transportation concurrency review process.

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Although local governments are still required to adopt and implement a comprehensive plan, the requirements changed significantly and shifted more discretion to local governments to plan for mobility within their community and enacted further restrictions on the implementation of transportation concurrency, proportionate share, and backlogged roads.

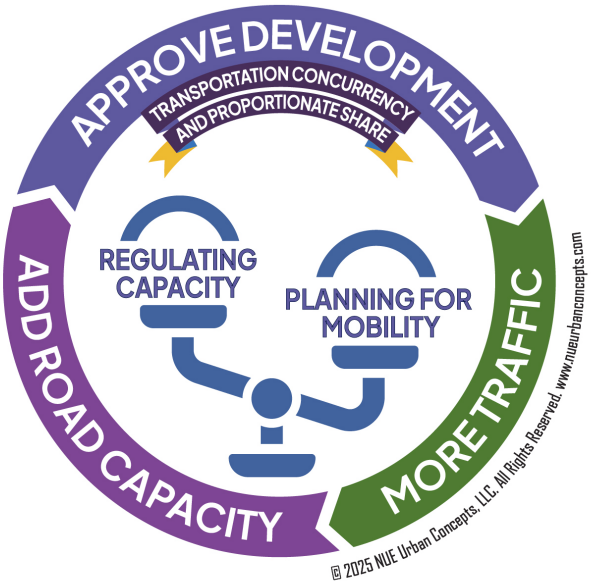
The Florida Legislature did not include any provisions in House Bill 7207 exempting local governments existing transportation concurrency system, when it elected to abolish statewide transportation concurrency, made transportation concurrency optional for local governments, and enacted further restrictions on the implementation of transportation concurrency.

House Bill 319, passed by the Florida Legislature in 2013, amended the Community Planning Act and brought about more changes in how local governments could implement transportation concurrency and further recognized the ability of local governments to adopt an alternative mobility funding system, such as mobility fees based on a plan of improvements, to allow development, consistent with an adopted Comprehensive Plan, to equitably mitigate its travel demand impact.

Prior to the passage of the Florida Community Planning Act by the Legislature on June 2, 2011, transportation concurrency was mandatory for local governments statewide, except those with approved TCEAs or MMTDs. After adoption of the Community Planning Act, transportation concurrency became optional for any local government. The Legislature encouraged local governments to adopt alternative mobility funding systems and specifically referenced mobility fees, based on a plan for mobility improvements.

The Community Planning Act enabled local governments to break the transportation concurrency cycle by transitioning away from regulating road capacity and toward planning for mobility **(**Figure 1**)**. Florida Commerce, which replaced the Department of Economic Opportunity (DEO), which replaced the Department of Community Affairs (DCA), provides direction to local governments related to elimination of transportation concurrency and adoption of a mobility fee-based plan, in accordance with Florida Statute 163.3180 **(**Appendix A**)**.

Figure 1: Concurrency Cycle



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In 2019, the Florida Legislature, through House Bill 7103, amended the Community Planning Act and required mobility fees to be governed by the same procedures as impact fees. This amendment further confirmed that mobility fees are an equivalent form of mitigation to impact fees that allow development activity to mitigate its impact to the transportation system consistent with the needs identified in the local governments adopted mobility plan per Florida Statute Section 163.3180(5)(i).

In 2024, the Florida Legislature, through House Bill 479, amended the Community Planning Act to reaffirm that any local government can repeal transportation concurrency. The legislature replaced the term **"alternative mobility funding systems"** with **"alternative transportation systems"** in recognition that there are local governments in Florida with alternative systems that where not explicitly required to follow the processes and procedures required under Florida Statute Section 163.31801. The following is the amended version of Florida Statute Section 163.3180(5)(i) related to an alternative transportation system **(Appendix B).**

"(i) ***If a local government elects to repeal transportation concurrency, the local government may adopt an alternative transportation system that is mobility-plan and fee-based*** *or an alternative transportation system that is not mobility-plan and fee-based. The local government may not use an alternative transportation system to deny, time, or phase an application for site plan approval, plat approval, final subdivision approval, building permits, or the functional equivalent of such approvals provided that the developer agrees to pay for the development's identified transportation impacts via the funding mechanism implemented by the local government.* ***The revenue from the funding mechanism used in the alternative transportation system must be used to implement the needs of the local government's plan which serves as the basis for the fee imposed.*** *An alternative transportation system must comply with s. 163.31801 governing impact fees. An alternative transportation system may not impose upon new development any responsibility for funding an existing transportation deficiency as defined in paragraph (h)."****(emphasis added)***

For the first time since the terms mobility fees and mobility plans were introduced in 2007, the Florida Legislature, through HB 479, defined both terms in the Community Planning Act. The following are the recently adopted definitions for a mobility fee and a mobility plan per Florida Statute Section 163.3164 **(Appendix B)**:

"(32) "Mobility fee" means a local government fee schedule established by ordinance and based on the projects included in the local government's adopted mobility plan.

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(33) "Mobility plan" means an alternative transportation system mobility study developed by using a plan-based methodology and adopted into a local government comprehensive plan that promotes a compact, mixed use, and interconnected development served by a multimodal transportation system in an area that is urban in character, or designated to be urban in character, as defined in s. 171.031."

One of the most significant amendments under HB 479 was the recognition that where a county and a municipality both charge a fee for transportation capacity impacts, that only one fee may be assessed to mitigate impacts of on new development. The amendment requires a county and a municipality to enter into an interlocal agreement to establish that only one fee is to be collected by the local government issuing building permits.

The interlocal agreement is also required to address negotiations between the county and municipality related to distribution of collected revenue from development activity to mitigate transportation impacts. The following are the recent additions to Florida Statute 163.3180(5)(j):

"1. If a county and municipality charge the developer of a new development or redevelopment a fee for transportation capacity impacts, the county and municipality must create and execute an interlocal agreement to coordinate the mitigation of their respective transportation capacity impacts.

2. The interlocal agreement must, at a minimum:

a. Ensure that any new development or redevelopment is not charged twice for the same transportation capacity impacts.

b. Establish a plan-based methodology for determining the legally permissible fee to be charged to a new development or redevelopment.

c. Require the county or municipality issuing the building permit to collect the fee, unless agreed to otherwise.

d. Provide a method for the proportionate distribution of the revenue collected by the county or municipality to address the transportation capacity impacts of a new development or redevelopment, or provide a method of assigning responsibility for the mitigation of the transportation capacity impacts belonging to the county and the municipality.

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3. By October 1, 2025, if an interlocal agreement is not executed pursuant to this paragraph:

a. The fee charged to a new development or redevelopment shall be based on the transportation capacity impacts apportioned to the county and municipality as identified in the developer's traffic impact study or the mobility plan adopted by the county or municipality.

b. The developer shall receive a 10 percent reduction in the total fee calculated pursuant to sub subparagraph a.

c. The county or municipality issuing the building permit must collect the fee charged pursuant to sub-subparagraphs a. and b. and distribute the proceeds of such fee to the county and municipality within 60 days after the developer's payment.

4. This paragraph does not apply to:

a. A county as defined in s. 125.011(1).

b. A county or municipality that has entered into, or otherwise updated, an existing interlocal agreement, as of October 1, 2024, to coordinate the mitigation of transportation impacts. However, if such existing interlocal agreement is terminated, the affected county and municipality that have entered into the agreement shall be subject to the requirements of this paragraph unless the county and municipality mutually agree to extend the existing interlocal agreement before the expiration of the agreement."

The requirement for an interlocal agreement and collection of a single fee applies to all local governments in Florida, except for Miami Dade County under Florida Statute Section 125.011(1). A county and a municipality with an interlocal agreement, where both collect a fee as of October 1st, 2024, are also exempt until the interlocal agreement expires or is terminated. No local government is prohibited from adopting an alternative transportation system, even municipalities within a Charter County that requires transportation concurrency. Further, a municipality within a County that is exempted under Florida Statute Section 125.011(1) does not preclude the municipality from negotiating an interlocal agreement with the exempted County to address mitigation or even a reduction in fees based on and adopted mobility plan and fee.

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Road Impact Fee & Mobility Fee Comparison

The Florida Constitution grants local governments broad home rule authority to establish special assessments, impact fees, mobility fees, franchise fees, user fees, and service charges as revenue sources to fund specific governmental functions and capital infrastructure. Payment of impact fees or mobility fees are one of the primary ways local governments can require new development, along with redevelopment or expansion of existing land uses that generate additional transportation demand, to mitigate its impact to a local governments transportation system. While road impact fees and mobility fees are both intended to be a means in which a development can mitigate its transportation impact, the following are the major differences between the two fees:

Road Impact Fees

- Partially or fully fund road capacity improvements, including new roads, the widening of existing roads, and the addition or extension of turn lanes at intersections to move people driving vehicles (i.e., cars, trucks, SUVs, motorcycles).
- Are based on increases in trip generation, vehicle trip length, and road capacity, along with the cost of road capacity improvements and the projected vehicle miles of travel from development.
- May be based on either an adopted LOS standard (aka standards or consumption-based fee) or on future road improvements (aka plan or improvements-based fee).

Mobility Fees

- Pay for the cost associated with adding new multimodal capacity to move people walking, bicycling, scooting, riding transit, driving vehicles, or using shared mobility technology.
- Partially or fully fund mobility projects, including sidewalks, paths, trails, bike lanes, streetscape and landscape, complete and low speed streets, micromobility (i.e., electric bikes, electric scooters) devices, programs, and services, microtransit (i.e., golf carts, neighborhood electric vehicles, autonomous transit shuttles, trolleys) circulators, services and vehicles, new roads, the widening of existing roads, and turn lanes, signals, and ADA upgrades at intersections.
- Are based on increases in person trips, person trip lengths, and person miles of capacity from mobility projects, along with projected person miles of travel from new development.
- Assessment areas may include all or portions of a municipality or county, and may vary based on geographic location (e.g., downtown) or type of development (e.g., mixed-use).
- Must be based on future mobility projects adopted as part of a mobility plan and incorporated or referenced in the local governments Comprehensive Plan.

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THE IMPACT FEE ACT & CASE LAW OVERVIEW

In the late 1970's and early 1980's local governments throughout Florida began adopting road impact fees as a means for new development to pay for its traffic impact and generate revenue to fund transportation infrastructure improvements. Counties, especially Charter Counties, began requiring that municipalities collect road impact fees on their behalf to fund improvements to the county road system. Throughout the 1980's, 1990's, and 2000's, municipalities throughout Florida challenged the ability of counties to compel them to collect road impact fees for new development. The opposition stemmed in part from an unintended consequence of transportation concurrency which was that it essentially stopped development in urban areas (aka "municipalities"). Both municipalities and development activity were constrained in their ability to add road capacity due to the cost of acquiring developed land and receiving opposition from existing residents concerned about increased traffic and the impact new road capacity would have on their neighborhoods.

The inability of development activity in urban areas to meet transportation concurrency resulted in development moving to suburban and rural areas (aka "urban sprawl") where fewer residents were likely to oppose new road capacity improvements and where road capacity was either available or cheaper to construct. Municipalities found themselves in the unenviable position of sending road impact fees to counties when development activity met concurrency requirements, only to watch road impact fees being spent on new road capacity projects outside of urban areas, which ultimately facilitated sprawl beyond municipal boundaries.

Furthermore, the courts often ruled in favor of counties, as municipalities that challenged being compelled to collect impact fees failed to present alternative solutions for addressing the traffic impacts of new development. These challenges all occurred prior to the Florida Legislature adopting the "Impact Fee Act" through Florida Statute 163.31801. Additionally, these challenges existed prior to the introduction of mobility plans and mobility fees and the adoption of the "Community Planning Act" through Florida Statute 163.3180.

Before the Florida "Impact Fee Act" was adopted, many local governments had already developed impact fees through their home rule powers. In 2006, the Legislature adopted the "Impact Fee Act" to provide process requirements for the adoption of impact fees and formally recognized the authority of local governments to adopt impact fees. Prior to 2006, the Florida Legislature, unlike many States throughout the U.S. that had already adopted enabling legislation, elected to defer to the significant case law that was developed in both Florida and throughout the U.S. to provide guidance to local governments to adopt impact fees.

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In 2009, the Legislature made several changes to the "Impact Fee Act", the most significant of which was placing the burden of proof on local governments, through a preponderance of the evidence, that the imposition of the fee meets legal precedent and the requirements of Florida Statute Section 163.31801. Prior to the 2009 amendment, Courts generally deferred to local governments as to the validity of an imposed impact fee and placed the burden of proof, that an imposed impact fee was invalid or unconstitutional on the plaintiff.

In 2019, the Legislature, through HB 207 and HB 7103, made several changes to the "Impact Fee Act", the most significant of which was the requirement that fees cannot be collected prior to building permit issuance. The changes also expanded on the requirements of the dual rational nexus test, the collection and expenditure of fees, credits, and administrative cost.

In 2020, the Legislature, through SB 1066, made several additional changes to the Impact Fee Act to clarify that new or updated impact fees cannot be assessed on a permit if the permit application was pending prior to the new or updated fee. The bill also made credits assignable and transferable to third parties.

In 2021, the Legislature, through HB 337 made significant amendments to the "Impact Fee Act", which the Governor subsequently approved. The amendments require that impact fees be based on planned improvements and that there is a clear nexus between the need for improvements and the impact from new development.

The amendments have a greater impact on increases to existing impact fees and have phasing requirements for increases to existing fees. There are provisions that allow a local government to fully implement updated fees based on a finding of extraordinary circumstances, holding public hearings, and requiring a super majority approval by elected officials.

In 2024, the Legislature, through HB 479 made amendments to the "Impact Fee Act" that requires fee studies be completed and adopted within 12 months from the date of initiation of the study. The amendment also stipulated that data used in fee studies should not be older than four years. The amendment also requires alternative transportation systems recognize transportation or road impact fee credits granted prior to adoption of the alternative transportation systems. The most recently enacted version of Florida Statute Section 163.31801 is provided in **Appendix C**.

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One of the purposes of this Technical Report, consistent with Florida Statute Section 163.31801(4)(f) and (g), is to demonstrate that the Village of Palm Springs' Mobility Fee is proportional and reasonably connected to, or has a rational nexus with, both the **"need"** for mobility projects and the mobility **"benefits"** provided to those who pay the fee, otherwise known as the "dual rational nexus test", herein further described as:

The "Need" for additional (new) capital facilities (mobility projects) to accommodate the increase in demand (impact) from growth (new development), and

The "Benefit" that the new growth (new development) receives from the payment and expenditure of fees to construct the new capital facilities (mobility projects).

In addition to the "dual rational nexus test", the U.S. Supreme Court in Dolan v. Tigard also established a "rough proportionality test" to address the relationship between the amount of a fee imposed on development activity and the impact of the development activity. The "rough proportionality test" requires that there be a reasonable relationship (proportional and reasonably connected) between the impact fee and the impact of development activity based upon the applicable unit of measure for residential and non-residential uses. The "rough proportionality test" further requires that the variables used to calculate a fee are reasonably assignable and attributable to the impact of development activity.

The Courts recognized the authority of a municipality to impose "impact fees" in Florida occurred in 1975 in the case of City of Dunedin v. Contractors and Builders Association of Pinellas County, 312 So.2d 763 (2d DCA. Fla., 1975), where the court held: "that the so-called impact fee did not constitute taxes but was a charge using the utility services under Ch. 180, F. S." The Court set forth the following criteria to validate the establishment of an impact fee:

"…where the growth patterns are such that an existing water or sewer system will have to be expanded in the near future, a municipality may properly charge for the privilege of connecting to the system a fee which is in excess of the physical cost of connection, if this fee does not exceed a proportionate part of the amount reasonably necessary to finance the expansion and is earmarked for that purpose." 312 So.2d 763, 766, (1975).

The case was appealed to the Florida Supreme Court and a decision rendered in the case of Contractors and Builders Association of Pinellas County v. City of Dunedin 329 So.2d 314 (Fla. 1976), in which the Second District Court's decision was reversed. The Court held that "impact fees" did not constitute a tax; that they were user charges analogous to fees collected by privately owned utilities for services rendered.

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However, the Court reversed the decision, based on the finding that the City did not create a separate fund where impact fees collected would be deposited and earmarked for the specific purpose for which they were collected, finding:

"The failure to include necessary restrictions on the use of the fund is bound to result in confusion, at best. City personnel may come and go before the fund is exhausted, yet there is nothing in writing to guide their use of these moneys, although certain uses, even within the water and sewer systems, would undercut the legal basis for the fund's existence. There is no justification for such casual handling of public moneys, and we therefore hold that the ordinance is defective for failure to spell out necessary restrictions on the use of fees it authorizes to be collected. Nothing we decide, however prevents Dunedin from adopting another sewer connection charge ordinance, incorporating appropriate restrictions on use of the revenues it produces. Dunedin is at liberty, moreover, to adopt an ordinance restricting the use of moneys already collected. We pretermit any discussion of refunds for that reason." 329 So.2d 314 321, 322 (Fla. 1976)

The case tied impact fees directly to growth and recognized the authority of a local government to impose fees to provide capacity to accommodate new growth and basing the fee on a proportionate share of the cost of the needed capacity. The ruling also established the need for local government to create a separate account to deposit impact fee collections to help ensure those funds are expended on infrastructure capacity.

The Utah Supreme Court had ruled on several cases related to the imposition of impact fees by local governments before hearing Banberry v. South Jordan. In the case, the Court held that: "the fair contribution of the fee-paying party should not exceed the expense thereof met by others. To comply with this standard a municipal fee related to service like water and sewer must not require newly developed properties to bear more than their equitable share of the capital costs in relation to the benefits conferred" (Banberry Development Corporation v. South Jordan City, 631 P. 2d 899 (Utah 1981). To provide further guidance for the imposition of impact fees, the court articulated seven factors which must be considered (Banberry Development Corporation v. South Jordan City, 631 P. 2d 904 (Utah 1981):

"(1) the cost of existing capital facilities;

(2) the manner of financing existing capital facilities (such as user charges, special assessments, bonded indebtedness, general taxes or federal grants);

(3) the relative extent to which the newly developed properties and the other properties in the municipality have already contributed to the cost of existing capital facilities (by such means as user charges, special assessments, or payment from the proceeds of general taxes);

(4) the relative extent to which the newly developed properties in the municipality will contribute to the cost of existing capital facilities in the future;

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(5) the extent to which the newly developed properties are entitled to a credit because the municipality is requiring their developers or owners (by contractual arrangement or otherwise) to provide common facilities (inside or outside the proposed development) that have been provided by the municipality and financed through general taxation or other means (apart from user fees) in other parts of the municipality;

(6) extraordinary costs, if any, in servicing the newly developed properties; and

(7) the time-price differential inherent in fair comparisons of amounts paid at different times."

The Court rulings in Florida, Utah and elsewhere in the U.S. during the 1970's and early 1980's led to the first use of what ultimately became known as the "dual rational nexus test" in Hollywood, Inc. v. Broward County; which involved a Broward County ordinance that required a developer to dedicated land or pay a fee for the County park system. The Florida Fourth District Court of Appeal found to establish a reasonable requirement for dedication of land or payment of an impact fee that:

"… the local government must demonstrate a reasonable connection, or rational nexus between the need for additional capital facilities and the growth of the population generated by the subdivision. In addition, the government must show a reasonable connection, or rational nexus, between the expenditures of the funds collected and the benefits accruing to the subdivision. In order to satisfy this latter requirement, the ordinance must specifically earmark the funds collected for the use in acquiring capital facilities to benefit new residents." (Hollywood, Inc. v. Broward County, 431 So. 2d 606 (Fla. 4th DCA), rev. denied, 440 So. 2d 352 (Fla. 1983).

In 1987, the first of two major cases were heard before the U.S. Supreme Court that have come to define what is now commonly referred to as the "dual rational nexus test". The first case was Nollan v. California Coastal Commission which involved the Commission requiring the Nollan family to dedicate a public access easement to the beach in exchange for permitting the replacement of a bungalow with a larger home which the Commission held would block the public's view of the beach.

Justice Scalia delivered the decision of the Court: "The lack of nexus between the condition and the original purpose of the building restriction converts that purpose to something other than what it was...Unless the permit condition serves the same governmental purpose as the development ban, the building restriction is not a valid regulation of land use but an out-and-out plan of extortion (Nollan v. California Coastal Commission, 483 U. S. 825 (1987)". The Court found that there must be an essential nexus between an exaction and the government's legitimate interest being advanced by that exaction (Nollan v. California Coastal Commission, 483 U. S. 836, 837 (1987).

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The second case, Dolan v. Tigard, heard by the U.S. Supreme Court in 1994 solidified the elements of the "dual rational nexus test". The Petitioner Dolan, owner, and operator of a Plumbing & Electrical Supply store in the City of Tigard, Oregon, applied for a permit to expand the store and pave the parking lot of her store. The City Planning Commission granted conditional approval, dependent on the property owner dedicating land to a public greenway along an adjacent creek and developing a pedestrian and bicycle pathway to relieve traffic congestion. The decision was affirmed by the Oregon State Land Use Board of Appeal and the Oregon Supreme Court. The U.S. Supreme Court overturned the ruling of the Oregon Supreme Court and held:

"Under the well-settled doctrine of "unconstitutional conditions," the government may not require a person to give up a constitutional right in exchange for a discretionary benefit conferred by the government where the property sought has little or no relationship to the benefit. In evaluating Dolan's claim, it must be determined whether an "essential nexus" exists between a legitimate state interest and the permit condition. Nollan v. California Coastal Commission, 483 U. S. 825, 837. If one does, then it must be decided whether the degree of the exactions demanded by the permit conditions bears the required relationship to the projected impact of the proposed development." Dolan v. City of Tigard, 512 U.S. 383, 386 (1994)

The U.S. Supreme Court in addition to upholding the "essential nexus" requirement from Nollan also introduced the "rough proportionality" test and held that:

"In deciding the second question-whether the city's findings are constitutionally sufficient to justify the conditions imposed on Dolan's permit-the necessary connection required by the Fifth Amendment is "rough proportionality." No precise mathematical calculation is required, but the city must make some sort of individualized determination that the required dedication is related both in nature and extent to the proposed development's impact. This is essentially the "reasonable relationship" test adopted by the majority of the state courts. Dolan v. City of Tigard, 512 U.S. 388, 391 (1994)"

An often-overlooked component of Dolan v. City of Tigard is the recognition that while multimodal facilities may off-set traffic congestion there is a need to demonstrate or quantify how the dedication of a pedestrian / bicycle pathway would offset the traffic demand generated. per the following excerpt from the opinion of the Court delivered by Chief Justice Rehnquist:

"The city made the following specific findings relevant to the pedestrian/bicycle pathway: "In addition, the proposed expanded use of this site is anticipated to generate additional vehicular traffic thereby increasing congestion on nearby collector and arterial streets. Creation of a convenient, safe pedestrian/bicycle pathway system as an alternative means of transportation could offset some of the traffic demand on these nearby streets and lessen the increase in traffic congestion." We think a term such as "rough proportionality" best encapsulates what we hold to be the requirement of the Fifth Amendment. No precise mathematical calculation is required, but the city must make some sort of individualized determination that the required dedication is related both in nature and extent to the impact of the proposed development.

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With respect to the pedestrian/bicycle pathway, we have no doubt that the city was correct in finding that the larger retail sales facility proposed by petitioner will increase traffic on the streets of the Central Business District. The city estimates that the proposed development would generate roughly 435 additional trips per day. Dedications for streets, sidewalks, and other public ways are generally reasonable exactions to avoid excessive congestion from a proposed property use. But on the record before us, the city has not met its burden of demonstrating that the additional number of vehicle and bicycle trips generated by the petitioner's development reasonably relate to the city's requirement for a dedication of the pedestrian/bicycle pathway easement. The city simply found that the creation of the pathway "could offset some of the traffic demand . . . and lessen the increase in traffic congestion."

"As Justice Peterson of the Supreme Court of Oregon explained in his dissenting opinion, however, "[t]he findings of fact that the bicycle pathway system could offset some of the traffic demand' is a far cry from a finding that the bicycle pathway system will, or is likely to, offset some of the traffic demand." 317 Ore., at 127, 854 P. 2d, at 447 (emphasis in original). No precise mathematical calculation is required, but the city must make some effort to quantify its findings in support of the dedication for the pedestrian/bicycle pathway beyond the conclusory statement that it could offset some of the traffic demand generated." Dolan v. City of Tigard, 512 U.S. 687 (1994).

The U.S. Supreme Court recently affirmed, through Koontz vs. St. Johns River Water Management District, that the "dual rational nexus" test equally applies to monetary exactions in the same manner as a governmental regulation requiring the dedication of land. Justice Alito described:

"Our decisions in Nollan v. California Coastal Commission, 483 U. S. 825 (1987), and Dolan v. City of Tigard, 512 U. S. 374 (1994), provide important protection against the misuse of the power of land-use regulation. In those cases, we held that a unit of government may not condition the approval of a land-use permit on the owner's relinquishment of a portion of his property unless there is a "nexus" and "rough proportionality" between the government's demand and the effects of the proposed land use. In this case, the St. Johns River Water Management District (District) believes that it circumvented Nollan and Dolan because of the way in which it structured its handling of a permit application submitted by Coy Koontz, Sr., whose estate is represented in this Court by Coy Koontz, Jr. The District did not approve his application on the condition that he surrender an interest in his land. Instead, the District, after suggesting that he could obtain approval by signing over such an interest, denied his application because he refused to yield." Koontz v. St. Johns River Water Management District 1333 S. Ct. 2586 (2013).

"That carving out a different rule for monetary exactions would make no sense. Monetary exactions—particularly, fees imposed "in lieu" of real property dedications—are "commonplace" and are "functionally equivalent to other types of land use exactions." To subject monetary exactions to lesser, or no, protection would make it "very easy for land-use permitting officials to evade the limitations of Nollan and Dolan." Furthermore, such a rule would effectively render Nollan and Dolan dead letters "because the government need only provide a permit applicant with one alternative that satisfies the nexus and rough proportionality standard, a permitting authority wishing to exact an easement could simply give the owner a choice of either surrendering an easement or making a payment equal to the easement's value." Koontz v. St. Johns River Water Management District 1333 S. Ct. 2599 (2013).

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The Florida First District Court of Appeals recently affirmed, through The BoCC of Santa Rosa County vs. the Builders Association of West Florida, that impact fees are required to meet the "dual rational nexus" test to avoid being found to be an unconstitutional tax. The Court cited the following sections of Florida Statute:

"Second, the Florida Impact Fee Act sets forth the minimum statutory requirements for a valid impact fee. § 163.31801(3), Fla. Stat. (2019). The Act requires impact fees to be based on the "most recent and localized data." § 163.31801(3)(a), Fla. Stat." The Board of County Commissioners v. Home Builders Assoc. of West Florida, Inc., 325 So. 3d 981, 985 (Fla. Dist. Ct. App. 2021).

The Court cited expert testimony that the County's school impact fee did not recognize differences in growth or needs that would be the basis for different fees based on geographic location and needs due to new growth:

"the impact fees failed the dual rational nexus test because they did not account for the differences between the northern and southern parts of the county. This resulted in impact fees that were disproportionate to the growth in these geographical regions." The Board of County Commissioners v. Home Builders Assoc. of West Florida, Inc., 325 So. 3d 981, 985 (Fla. Dist. Ct. App. 2021).

The U.S. Supreme Court in April 2024 issued a unanimous decision in Sheetz v. County of El Dorado, California (144 S.Ct. 893) where the Court narrowly determined that legislatively enacted impact fees are not exempt from the requirements set forth in two previous property rights cases (Nollan v. California Coastal Commission and Dolan v. City of Tigard, Oregon). Thus, local governments that impose impact fees will now be subjected to a standard requiring them to demonstrate the relationship and relative impact of the development on the community. Specifically, local governments will have to show that conditions (impact fees) to obtain a land-use permit have an "essential nexus" (relationship) to the government's land-use interest and a "rough proportionality" between the weight on the property owner and the development's effects of the proposed land use.

The Impact Fee Act already requires imposed impact fees and mobility fees demonstrate an "essential nexus" between the fee and the impact from development activity. The Supreme Court ruling reinforces prior impact fee case law that the amount of impact fees or mobility fees imposed must be "rough proportionality" to the impact from development activity. The ruling also stipulated that required monetary payments in the form of impact fees are an exaction just like requiring development activity to dedicate land for a governmental purpose and could be subject to a takings claim if the impact fees imposed do not demonstrate an "essential nexus" between the amount and imposition and the impact from new development.

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Development of a Mobility Plan & Mobility Fee

The development of a Mobility Plan and Mobility Fee for the Village of Palm Springs involved several steps. The following is an overview of the process used to develop a Mobility Plan and Mobility Fee consistent with statutory requirements **(Figure 2).**

Figure 2: Development of a Mobility Plan & Mobility Fee



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COMPREHENSIVE PLAN

The Village of Palm Springs' Comprehensive Plan was first adopted in 2009. In 2024, the Village, as part of the Evaluation and Appraisal Report process (EAR), amended its Comprehensive Plan for consistency with the Transportation/Mobility Master Plan 2021, the Village's 2021 commitment to Vision Zero (Resolution 2021-36), and the Vision Plan 2023 **(Figure 3)**.

Figure 3: Integrating Land Use, Transportation, Parking & Funding



Upon adoption of a Mobility Plan and Mobility Fee, local governments must amend their Comprehensive Plan to ensure consistency with Florida Statute. In 2025, the Village amended the Transportation and Mobility Element of its Comprehensive Plan to integrate the Mobility Plan and Mobility Fee and ensure that the Comprehensive Plan is consistent with requirements of Florida Statute Sections 163.3164, 163.3177, 163.3180, and 163.31801. The following are several goals, objectives, and policies from the amended (2025) Transportation and Mobility Element:

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TRANSPORTATION AND MOBILITY ELEMENT

GOAL TM 3: "THE VILLAGE OF PALM SPRINGS SEEKS TO ENSURE THE EFFICIENT AND SMOOTH MOVEMENT OF MOTORIZED VEHICLES, PEDESTRIANS, AND CYCLISTS THROUGHOUT THE TRANSPORTATION SYSTEM."

POLICY TM 3.1.4: "Applicants for new development shall mitigate off-site traffic impacts to the transportation system through payment of a mobility fee to the Village at the time a Development Permit is issued."

GOAL TM 4: "THE VILLAGE OF PALM SPRINGS SHALL COORDINATE WITH PALM BEACH COUNTY, SURROUNDING MUNICIPALITIES, AND THE PALM BEACH TPA TO ACHIEVE AN EFFICIENT REGIONAL TRANSPORTATION SYSTEM."

OBJECTIVE TM 4.2: "The Village of Palm Springs shall establish an alternative transportation system to replace transportation concurrency, transportation concurrency exception areas, and traffic mitigation payments and fees for development consistent with the Comprehensive Plan through adoption of a mobility fee based on the Village's Mobility Plan."

Policy TM 4.2.1: "The Village of Palm Springs Mobility Plan shall identify the mobility projects needed to accommodate travel demand from development, mitigate impacts to the transportation system from that development, and enhance mobility for the Village's residents, businesses, employees, students, patrons, and visitors."

Policy TM 4.2.3: "The Village of Palm Springs shall administer, implement, maintain, and periodically update its Mobility Plan and Mobility Fee to plan, design, fund, and construct mobility projects to enhance the transportation system."

Policy TM 4.2.5: "The mobility projects established in the Mobility Plan shall serve as the basis for calculation of the Village's mobility fee. The mobility fee shall be a one-time assessment to mitigate the impact of development on the transportation system. The mobility fee shall meet the dual rational nexus test and shall be roughly proportional to the person travel demand generated by development."

Policy TM 4.2.6: "The mobility fee shall be the only transportation mitigation fee assessed on development within the Village to ensure that new development is not held to a higher standard than existing development, is not assessed for systemwide deficiencies, is not paying twice for the same impacts, and is not paying more than the cost of mobility projects reasonably attributable to the travel demand impact of new development."

Policy TM 4.2.7: "The Village of Palm Springs will make its best efforts to negotiate an interlocal agreement with the County to allocate a share of the mobility fees collected within the Village to fund mobility projects on County Roads identified in the Village's Mobility Plan.

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GROWTH

The first requirement of the **"dual rational nexus"** for the Village's Mobility Fee is to demonstrate that there is a need for Mobility Projects to accommodate projected growth in population, employment, vehicle miles of travel (VMT), and person miles of travel (PMT). An evaluation of the existing and projected population and employment was conducted for the Village of Palm Springs Mobility Study Area **(Map C).** The Mobility Study Area includes all areas of the Village, enclaves, portions of unincorporated County and municipalities adjacent to the Village to ensure roadways are evaluated to logical endpoints.

The population and employment data were obtained from the Traffic Analysis Zones (TAZs) used in the 2050 Palm Beach Long Range Transportation Plan (LRTP). The population and employment analysis demonstrates that there is projected to be an increase in population and employment for the Mobility Study Area **(Table 1)**.

The Village is projected to add roughly 15,000 residents and 2,400 employees by 2045 **(Table 1)**. The projected increase in population and employment will generate growth in vehicle miles of travel (VMT), person miles of travel (PMT), and additional person travel demand (PTD) from new development that will create a need for mobility projects within the Mobility Study Area.

Table 1: Projected Growth

Year	Population	Employees
2020 (Model Base Year)	67,454	56,884
2045 (Mobility Plan future year)	82,248	59,737
Increase	14,794	2,368

Source: *2020 and 2045 Population and Employment based on the 2020/2050 Southeast Regional Planning Model 8.543 (SERMP 8.543) Traffic Analysis Zone (TAZ) Data. Population and Employment projections for 2045 (mobility plan future year) were obtained by applying the average annual growth rate between 2020 and 2050 and interpolating from the 2020 base year.*

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VEHICLE MILES OF TRAVEL (VMT)

The growth in vehicle miles of travel (VMT) is one of the factors evaluated to determine the need for future mobility projects within the Mobility Study Area. The evaluation of future vehicle miles of travel (VMT) includes minor and major collectors as well as arterials.

The VMT analyses includes Village, County, and State Roads within the Mobility Study Area **(Map C)**. The growth rate from the Southeast Regional Planning Model was used to determine the VMT growth of **270,510** within the Mobility Study Area between 2025 and 2045 **(Table 2)**.

Table 2: Growth in Vehicle Miles of Travel (VMT)

Year	VMT Arterials & Collectors	VMT Limited Access (I-95)	VMT All
2025 (Mobility Plan base year)	1,241,730	810,730	2,052,460
2045 (Model & Plan future year)	1,512,240	987,380	2,499,620
VMT increase (2025 to 2045)	270,510	176,650	447,160

Source: *Palm Springs Traffic Characteristics Data* ***(Appendix D)****. The Vehicle Miles of Travel (VMT) for Interstate 95 is taken from the portions of I-95 between 6 Avenue South and SR 882 (Forest Hill Boulevard).*

The VMT data for limited access facilities (i.e., Interstate 95) will be used to adjust the travel demand for land uses established in the mobility fee schedule. Travel on limited access facilities is excluded from both road impact fee and mobility fee studies as the limited access facilities serve intercity and regional travel. Further, improvements to Interstate 95 would be funded through federal and state gas tax revenues.

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PERSON MILES OF TRAVEL (PMT)

The growth in vehicle miles of travel (VMT) is often used in road impact fees to evaluate the need for road capacity improvements to move vehicles. Mobility Fees utilize person miles of travel (PMT) to evaluate the need for mobility projects to move people. To account for trips made by people walking, biking, riding transit, and the number of people per vehicle (aka vehicle occupancy), the projected increase in vehicle miles of travel (VMT) demand is converted into person miles of travel (PMT) demand for arterial and collector roads.

The conversion is based on person trips, vehicle trips, person trip length and vehicle trip length data obtained from the 2022 National Household Travel Survey (NHTS). The NHTS data is used to calculate a person miles of travel factor (PMTf) based on vehicle miles of travel (VMT) and person miles of travel (PMT) per trip purpose. The evaluation of the vehicle and person travel data from the 2022 NHTS resulted in a person miles of travel factor (PMTf) of 1.54 **(**Appendix E**)**. The increase in PMT is based on the projected increase in VMT multiplied by the applicable person miles of travel factor (PMTf) illustrated in further detail on Figure 4.

Figure 4: Person Miles of Travel Increase (PMTi)

Person Miles of Travel increase (PMTi)

∑ VMTtp = (∑ VTtp x VTLtp)
∑ PMTtp = (∑ PTtp x PTLtp)
PMTf = (∑ of PMTtp / ∑ of VMTtp)
VMTi = (2045 VMT - 2025 VMT)
PMTi = (VMTi x PMTf)

Where:

∑ VTtp	=	Sum of Vehicle Trips by trip purpose (Appendix E)
∑ PTtp	=	Sum of Person Trips by trip purpose (Appendix E)
VTLtp	=	Average Vehicle Trip Length by trip purpose (Appendix E)
PTLtp	=	Average Person Trip Length by trip purpose (Appendix E)
VMT	=	Vehicle Miles of Travel
PMT	=	Person Miles of Travel
∑ VMTtp	=	Sum of Vehicle Miles of Travel by trip purpose (Appendix E)
∑ PMTtp	=	Sum of Person Miles of Travel by trip purpose (Appendix E)
PMTf	=	Person Miles of Travel factor of 1.54 (Appendix E)
VMTi	=	Vehicle Miles of Travel Increase (Table 2)
PMTi	=	Person Miles of Travel increase (Table 3)

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The projected increase in PMT within the Mobility Fee Study Area, excluding limited access facilities, between the Mobility Plan base year of 2025 and the future year of 2045 is **416,585 (Table 3)**. The increase was calculated as follows per the formula illustrated in **Figure 4**:

(2045 VMT) 1,512,240 - (2025 VMT) 1,241,730 = (VMTi) 270,510

(VMTi) 270,510 x (PMTf) 1.54 = 416,585

The projected person miles of travel (PMT) increase of **416,585** demonstrates that there are future person miles of travel demand projected by 2045 that will result in the **"need"** for mobility projects to accommodate the increase in person travel demand **(Table 3)**. The documented increase in PMT and the identification of needed mobility projects, via the Mobility Plan, is consistent with the **"needs"** test of the dual rational nexus test.

Table 3: Increase in Person Miles of Travel (PMT)

Vehicle & Person Miles of Travel	(VMT & PMT)
2025 Mobility Plan Base Year	
Vehicle Miles of Travel (VMT)	1,241,730
Person Miles of Travel factor (PMTf)	1.54
Person Miles of Travel (PMT)	1,912,264
2045 Mobility Plan Future Year	
Vehicle Miles of Travel (VMT)	1,512,240
Person Miles of Travel factor (PMTf)	1.54
Person Miles of Travel (PMT)	2,328,850
Increase in VMT & PMT	
Vehicle Miles of Travel increase (VMTi)	270,510
Total Increase in Person Miles of Travel (PMTi)	416,585

Source: *The 2045 VMT increase was obtained from **Table 2**. PMTi obtained by multiplying VMTi by 1.54 (**Figure 4**).*

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PALM SPRINGS MOBILITY FEE

The basis for the Village of Palm Springs Mobility Fee are the mobility projects identified in the Mobility Plan needed to meet future travel demand from new development, consistent with Florida Statutes 163.3180 and 163.31801. **Mobility Projects consist of improvements, programs, and services such as sidewalks, multi-use paths and trails, cycle tracks, traffic calming, pedestrian safety, intersection improvements, raised intersections, roundabouts, multimodal crossings, pedestrian bridges, wider roads, transit circulators, wayfinding, and Safe Routes to School.**

The mobility projects identified in the Mobility Plan are intended to provide the person miles of capacity needed to meet future person miles of travel demand, consistent with the **"needs"** requirement of the dual rational nexus test. The mobility fees collected from new development are to be used to fund mobility projects that provide a mobility benefit to new development and accommodate the increase in person travel demand from that new development, consistent with the **"benefits"** requirement of the dual rational nexus test. The mobility fee collected from new development will be used to fund the mobility projects identified in the Mobility Plan **(**Figure 5**)**.

Figure 5: Mobility Plan and Mobility Fee



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EXISTING CONDITIONS EVALUATION (ECE)

Florida Statute prohibits local governments from charging new development for an existing transportation deficiency (aka over capacity or backlogged roads). An existing conditions evaluation has been conducted to ensure that new development is not being charged for existing transportation deficiencies. The evaluation includes a system-wide analysis of all arterials and collectors within the Mobility Study Area **(Map C)**.

The existing conditions evaluation (ECE) is achieved by dividing the vehicle miles of travel (VMT) by the vehicle miles of capacity (VMC). The arterials and collectors within the Mobility Study Area include Village, County, and State roads **(Appendix D)**. A VMT/VMC ratio greater than **1.00** indicates that there are system-wide deficiencies. The VMT/VMC ratio in 2025 is **0.89** based on the existing conditions evaluation **(Table 4)**.

Table 4: 2025 Existing Conditions Evaluation (ECE)

Functional Classification	Length (miles)	2025 VMT	2025 VMC	VMT to VMC Ratio
Minor Collector	7.80	42,610	181,000	0.24
Major Collector	15.19	170,920	330,850	0.52
Minor Arterial	6.92	214,370	249,740	0.86
Principal Arterial	17.05	813,830	878,410	0.93
Limited Access	3.23	810,730	653,750	1.24
Total	50.19	2,052,460	2,293,750	0.89

Source: *Palm Springs Traffic Characteristics Data **(Appendix D)**. The Vehicle Miles of Travel (VMT) for Interstate 95 is taken from the portions of I-95 between 6 Avenue South and SR 882 (Forest Hill Boulevard).*

The mobility fee calculation includes an existing conditions evaluation factor (ECEf) to adjust mobility fee cost for system-wide deficiencies for arterials and collectors within the Mobility Study Area. The existing conditions evaluation factor (ECEf) is determined by dividing the vehicle miles of capacity (VMC) by the vehicle miles of travel (VMT) as illustrated in **Figure 6**.

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Figure 6: Existing Conditions Evaluation Factor (ECEf)

Existing Conditions Evaluation factor (ECEf)

$\sum VMC = (\sum VMCmic + \sum VMCmac + \sum VMCmia + \sum VMCpa)$

$\sum VMT = (\sum VMTmic + \sum VMTmac + \sum VMTmia + \sum VMTpa)$

$ECEf = (\sum VMC / \sum VMT)$

If ECEf > 1.00, then the ECEf is set at 1.00

Where:

$\sum VMC$	=	Sum of Vehicle Miles of Capacity (Appendix D)
$\sum VMT$	=	Sum of Vehicle Miles of Travel (Appendix D)
mic	=	Minor Collector
mac	=	Major Collector
mia	=	Minor Arterial
pa	=	Principal Arterial
ECEf	=	Existing Conditions Evaluation factor (Table 5)

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VMC / VMT ratio greater than **1.00** indicates that the current system has adequate capacity to accommodate existing traffic. The VMC / VMT ratio is **1.32** based on the existing conditions evaluation **(Table 5)**. Thus, development activity is not being assessed for any system-wide deficiencies. For the Mobility Fee calculation, the ECEf will be set to **1.00**.

Table 5: 2025 Existing Conditions Evaluation Factor (ECEf)

Functional Classification	Length (miles)	2025 VMC	2025 VMT	ECEf
Minor Collector	7.80	181,000	42,610	4.25
Major Collector	15.19	330,850	170,920	1.94
Minor Arterial	6.92	249,740	214,370	1.16
Principal Arterial	17.05	878,410	813,830	1.08
Total	46.96	1,640,000	1,241,730	1.32

Source: *Palm Springs Traffic Characteristics Data* ***(Appendix D)****. The Vehicle Miles of Travel (VMT) for Interstate 95 that is taken from the portions of I-95 between 6 Avenue South and SR 882 (Forest Hill Boulevard) is excluded from the existing conditions evaluation factor.*

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MOBILITY PLAN SUMMARY

The Mobility Plan identifies the mobility projects needed to meet the projected growth in travel demand over the next 20 years on the Village's transportation system. The Mobility Plan is comprised of the following plans: (1) Roadway Plan **(Map D & Appendix G)**; (2) Multimodal Plan **(Map E & Appendix H)**; (3) Mobility Programs **(Appendix I)**. The Plans and Programs includes detailed descriptions of mobility projects that serves as the basis for development of the mobility fee. The Plans includes existing funded mobility projects, as well as projects needed to meet future travel demand needs.

Planning level cost (PLC) estimates are established for each mobility project identified in the Plans based on cost data from the Village, FDOT District Four, and the Palm Beach County Transportation Planning Agency (TPA) **(Appendix F)**. The PLC estimates for each mobility project are subject to change as the projects move from design to engineering and ultimately onto construction. Multimodal capacities (MC) have been developed for each type of mobility project **(Appendix F)**.

The establishment of these multimodal capacities has been used to calculate a person miles of capacity (PMC) for each of the mobility projects. These multimodal capacities account for the capacity of sidewalks, cycle tracks, multi-use paths/trails, and roads. The following is a summary of the total length, and the planning level cost (PLC) and person miles of capacity increase (PMCi) for mobility projects that are not currently programmed or under construction **(Table 6)**.

Table 6: Mobility Plan Summary

Plans & Programs	Total Miles or Number of Projects	Planning Level Cost (PLC)	Person Miles of Capacity Increase (PMCi)
Roadway Plan	8.55 miles	$72,914,490	216,344
Multimodal Plan	43.44 miles	$87,736,283	183,678
Mobility Programs	10 Programs	$9,950,000	19,900
Total	51.99 miles	$170,600,773	419,922

Source: *Roadway Plan **(Appendix G).** Multimodal Plan **(Appendix H).** Mobility Programs **(Appendix I).** The basis for the Planning Level Cost (PLC) and Person Miles of Capacity (PMC) are summarized in **Appendix F**.*

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REASONABLY ANTICIPATED FUNDING

The availability of funding for the Mobility Plan over the next 20 years is projected to come from a variety of funding sources. These sources include the Village, new development, the federal government, Palm Beach County, partnerships, the State of Florida, and various transit providers. The Mobility Plan is the first step in a multi-step process to fund mobility within the Village. Proactively collaborating with new development is a way to advance mobility projects by entering into partnerships to extend these projects beyond development boundaries.

Palm Beach County and Palm Springs could allocate a portion of gas taxes and infrastructure sales tax towards the Mobility Plan. However, gas taxes have been declining locally, statewide, and nationally as vehicles have become more fuel efficient and the percentage of electric vehicles and hybrid vehicles increase. The federal government has not raised gas taxes in a number of years. The State of Florida annually adjust gas taxes on the first day of the year based on the prior year Consumer Price Index to adjust for inflation. The vast majority of gas taxes at all levels of government are largely earmarked for maintenance and operations of the existing transportation system, leaving minimal revenues available for new capacity and multimodal improvements.

The County's infrastructure sales tax, if renewed by referendum of the registered residents of Palm Beach County, provides a broader opportunity to have available funds to contribute towards mobility projects. The Palm Beach TPA has available federal and state funding identified through the 2045 Cost Feasible Long Range Transportation Plan (LRTP). A large portion of projected funding is allocated towards improvements on the Strategic Intermodal System (SIS), with a significant amount of the funds allocated toward the Florida Turnpike and Interstate 95. Historically, the Palm Beach TPA has a number of funding opportunities through grants and various pool of funds identified in the LRTP to allocate towards mobility projects. Funding for mobility projects on state roads is allocated through the LRTP and the FDOT State Transportation Improvement Program (STIP).

Over the next 20 plus years, it is reasonably anticipated that roughly **$39,918,013** in funding will be available to fund road and intersection improvements **(Table 7)**. A large portion **($18,681,425)** of the reasonably anticipated funding would come from federal and state sources for the future Lake Worth Road Improvements **(Appendix G)** and the lane repurposing of Lake Worth Road, Military Trail, and Forest Hill Lane **(Appendix H)**. In addition, the mobility fee methodology reasonably anticipates that the Village will receive roughly $650,000 of funding per year from various local, state, and federal sources, for a total of **$13,000,000** of funding through the 2045 Mobility Plan horizon.

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Table 7: Reasonably Anticipated Funding Summary

Roadway Plan Funding	**$2,213,108**
Multimodal Plan Funding	**$37,704,905**
Mobility Programs Plan Funding	**$0**
Other Sources	**$13,000,000**
Total	**$52,918,013**

Source: *Roadway Plan* ***(Appendix G).*** *Multimodal Plan* ***(Appendix H).***

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New Growth Evaluation (NGE)

A new growth evaluation has been conducted to ensure that new development is not paying for more than its attributable share of the cost of the mobility projects identified in the Mobility Plan, as required by case law and Florida Statute. The new growth evaluation factor (NGEf) is based on the increase in person miles of travel (PMT) and the increase in person miles of capacity (PMC) from the mobility projects Figure 7.

Figure 7: New Growth Evaluation Factor (NGEf)

New Growth Evaluation factor (NGEf)

NGEf = (PMTi / PMCi)

If NGEf > 1.00, then the NGEf is set at 1.00

Where:

PMTi = Person Miles of Travel increase (Table 3)

PMCi = Person Miles of Capacity increase (Table 6)

NGEf = New Growth Evaluation factor (Table 8)

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The new growth evaluation factor (NGEf) is **0.99 (Table 8)**. A NGEf ratio that is less than 1.00 indicates that more capacity is being provided than what is needed to meet future demand. The NGEf ratio is less than 1.00. Thus, the Mobility Fee is assessing new development for more person miles of capacity (PMC) than is what is needed to accommodate projected increases in person miles of travel (PMT). For purposes of the calculation of the Mobility Fee rate, the new growth evaluation factor (NGEf) is set to 0.99.

Table 8: New Growth Evaluation Factor (NGE)

Increase in Person Miles of Travel (PMTi)	416,585
Increase in Person Miles of Capacity (PMCi)	419,922
New Growth Evaluation factor (NGEf)	0.99

Source: *The increase in person miles of travel is based on Table 3. The increase in person miles of capacity is based on Table 6. The new growth evaluation calculation is based on the formula in Figure 7.*

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Person Miles of Capacity Rate (PMCr)

The first component for calculating a Mobility Fee is the calculation of a person miles of capacity rate (PMCr). The attributable planning level cost (PLCa) is based on the planning level cost (PLC) for the updated Mobility Plan Projects less the reasonably anticipated funding (AF). The assignable Mobility Plan Project cost (MPCa) is calculated by multiplying the planning level cost (PLCa) by the existing conditions evaluation factor (ECEf) and the new growth evaluation factor (NGEf). The assignable Mobility Plan cost (MPCa) is then divided by the increase in person miles of capacity (PMCi) to determine the person miles of capacity rate (PMCr) **(**Figure 8**)**.

Figure 8: Person Miles of Capacity Rate (PMCr)

Person Miles of Capacity rate (PMCr)

$\sum PLC = (\sum RPc + \sum MPc + \sum MPPc)$

$\sum AF = (\sum RPf + \sum MPf + \sum MPPf + \sum OSf)$

$PLCa = (\sum PLC - \sum AF)$

$MPCa = ((PLCa \times ECEf) \times NGEf)$

$PMCr = (MPCa / PMCi)$

Where:

PLC = Planning Level Cost (Table 6)

AF = Anticipated Funding (Table 7)

c = Cost

f = Funding

RP = Roadway Plan (Appendix G)

MP = Multimodal Plan (Appendix H)

MPP = Mobility Programs Plan (Appendix I)

OS = Other Sources (Table 7)

PLCa = Attributable Cost of Mobility Plan Projects (Table 9)

ECEf = Existing Conditions Evaluation factor of 1.00 (Table 5)

NGEf = New Growth Evaluation factor of 0.99 (Table 8)

MPCa = Assignable Cost of Mobility Plan Projects (Table 9)

PMCi = Person Miles of Capacity increase (Table 6)

PMCr = Person Miles of Capacity Rate (Table 9)

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The following is the calculation for the Person Miles of Capacity Rate (PMCr) illustrated in **Figure 8**:

PLC of $170,600,773 = ($72,914,490 + 87,736,283 + 9,950,000)

AF of $52,918,013 = ($2,213,108 + $37,704,905 + $0 + $13,000,000)

PLCa of $117,682,760 = ($170,600,773 - $52,918,013)

MPCa of $116,505,930 = ($117,682,760 x 1.00) x 0.99)

PMCr of $277.91 = ($116,505,930 / 419,922)

With an assignable Mobility Plan Cost (MPCa) of **$116,505,930** and a Person Miles of Capacity increase (PMCi) of **419,922**, the calculated Person Miles of Capacity PMC rate (PMCr) is **$277.91 (Table 9)**. The PMCr will be multiplied by the Person Travel Demand per land use on the Mobility Fee schedule to calculate the Mobility Fee rate per land use.

Table 9: Person Miles of Capacity Rate (PMCr)

Planning Level Cost (PLC)	**$170,600,773**
Anticipated Funding (AF)	**$52,918,013**
Attributable Planning Level Cost (PLCa)	**$117,682,760**
Existing Conditions Evaluation Factor (ECEf)	**1.00**
New Growth Evaluation Factor (NGEf)	**0.99**
Assignable Mobility Plan Cost (MPCa)	**$116,505,930**
Increase in Person Miles of Capacity (PMCi)	**419,222**
Person Miles of Capacity Rate (PMCr)	**$277.91**

Source: *Roadway Plan **(Appendix G)**. Multimodal Plan **(Appendix H)**. Mobility Programs **(Appendix I)**. The Planning Level Cost (PLC) of mobility projects per **Table 6**. The anticipated and assumed funding per **Table 7**. The Existing Conditions Evaluation factor (ECEf) is obtained from **Table 5**. The New Growth Evaluation factor (NGEf) is obtained from **Table 8**. Person Miles of Capacity increase (PMCi) per **Table 6**. The Person Miles of Capacity Rate (PMCr) was determined per **Figure 8**.*

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PERSON TRAVEL DEMAND PER USE (PTDU)

The second component for calculating a Mobility Fee for land uses in the Mobility Fee schedule is the calculation of person travel demand (PTD) for each use. The factors utilized in the calculation of person travel demand (PTD) for each use are the principal means to achieve the "rough proportionality" test established by the courts and Florida Statute 163.31801.

Trip Generation

Trip generation rates are based on daily trip information published in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th edition. The detail for the daily trip generation rates for each land use is included in **Appendix J.** For uses where daily trips are not provided or there are only a few studies, the AM and PM Peak hours of adjacent street traffic were averaged and divided by a peak-to-daily ratio to derive daily trips.

The Mobility Fee schedule requires that trip generation rates for non-residential uses be based on multiple land uses. The trip generation for Mobility Fee schedule land uses such as Community Serving, Long Term Care, and Overnight Lodging are based on weighted AM and PM trip generation data to develop the daily trip generation rates. Additional detail is provided in **Appendix J.**

The simplest way to calculate the daily trip generation rate for a use, where trip generation is based on multiple trip generation rates, would be to simply average the trip rates. The issue with a simple average is that the ITE Manual may only have one (1) or two (2) studies for a given land use and 50 studies for another use. Generally, the greater the number of studies, the more accurate the trip generation rate is for a given use. To ensure that a trip generation rate based on one (1) study does not have the same weight as a trip generation rate based on 30 studies, a weighted trip generation rate is calculated for each Land Use where daily trips are based on more than one ITE land use code.

% New Trips

The percentage of new trips is based on a combination of the various pass-by analyses provided in ITE's Trip Generation Handbook, 3rd edition and various traffic studies conducted throughout Florida. The percentage of new trips differs slightly from the commonly used pass-by trip term as it is the percentage difference in trips after pass-by trips are deducted. While ITE's Trip Generation Handbook does not recognize pass-by rates for uses other than retail, pass-by rates are utilized for uses such as medical offices, day care, entertainment, and recreation use to reflect how people move about the community. The detail for the % new trips is included in **Appendix K**. The concept is better understood based on the following example:

(10 trips x (100% - 30% pass-by rate)) = 7 trips or 70% new trips).

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Vehicle Trip Length (VTl)

The vehicle trip length (VTl) is used to calculate the vehicle miles of travel for land uses in the mobility fee schedule. Vehicle trip lengths are based on the 2022 National Household Travel Survey (NHTS). The NHTS vehicle trip length data is based on travel surveys collected for the South Atlantic Region of the U.S., which includes Florida.

The travel surveys are from metropolitan statistical areas with a population of more than 1,000,000 with heavy rail service, which includes the central portions of Palm Beach County **(Appendix L)**. Vehicle trip lengths vary by trip purpose. Several trip purposes have been combined to more accurately reflect trip characteristics of the uses established in the Mobility Fee schedule.

The travel survey data utilized are for trips of 10.0 miles or less. The U.S. Department of Transportation has been evaluating household trip length data for all counties in the U.S. The trip length data measures population staying at home, population making trips, trips of 5 miles or less, 5 to 10 miles, and varying trip lengths greater than 10 miles. The data has been collected monthly since 2019. Within Palm Beach County, more than 65% of all household trips are less 5 miles or less and 81% of all household trips are 10 miles or less **(Appendix M)**. Trips over 10 miles in length would primarily be using limited access roads such as the Florida Turnpike and Interstate 95.

Limited Access Evaluation Factor (LAEf)

Travel on Interstate 95 (I-95), which is a limited access facility, is excluded from Mobility Fee calculations as I-95 is principally funded and maintained by the Federal Government in coordination with FDOT. To ensure development that generates new person travel demand is not charged for travel on I-95, a limited access factor has been developed based on 2025 VMT **(Table 2)**. The limited access evaluation factor (LAEf) of **0.754** is based on 25% of VMT occurring on I-95 **(Table 10).** An adjustment was applied to account for the fact that Palm Springs is only located on the west side of I-95. The LAEf adjustment is applied to the VMT per land use **(Appendix K)** and is used in the calculation of person travel demand per land use **(Appendix K).**

The following is the calculation for the Limited Access Evaluation factor (LAEf):

Limited Access VMT x 0.5 = Limited Access (West) VMT

Arterial & Collector Roads VMT + Limited Access (West) VMT = Total VMT

Arterial & Collector Roads VMT divided by Total VMT = Limited Access Evaluation factor

810,730 x 0.5 = 405,365; 1,241,730 + 405,365 = 1,647,095; (1,241,730 / 1,647,095) = 0.754

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Table 10: Limited Access Evaluation Factor (LAEf)

Facility	2025
Arterial & Collector Roads VMT	1,241,730
Limited Access VMT	810,730
Limited Access VMT West Adjustment	0.50
Limited Access (West) VMT	405,365
Total VMT	1,647,095
Limited Access Evaluation Factor (LAEf)	0.754

Source: *Growth in Vehicle Miles of Travel (**Table 2**).*

Origin Destination Factor (ODf)

Trip generation rates represent trip-ends at the site of a land use. Thus, a single origin trip from home to work counts as one trip-end for the residence and from work to the residence as one trip-end, for a total of two trip ends. This distributes the impact of travel between origins and destinations of trips based on the overall share of travel by trip purpose. The application of the origin and destination factor (ODf) eliminates double charging new development for the same trip. The ODf is used in the calculation of PTDu (**Appendix K**).

Vehicle Miles of Travel (VMT)

The vehicle miles of travel are calculated based on trip generation, percent new trips, vehicle trip length, the limited access evaluation factor, and the origin and destination factor (**Appendix K**). The vehicle miles of travel (VMT) for land uses in the mobility fee schedule are then converted into person travel demand (PTD) based on the person miles of travel (PMT) factor.

Person Miles of Travel Factor (PMTf)

The person miles of travel factor (PMTf) are used to convert the vehicle miles of travel (VMT) to person travel demand (PTD) for land uses in the mobility fee schedule. The PMTf allows for the conversion of vehicle travel to person travel by accounting for people walking, bicycling, riding transit, and for vehicle occupancy. The person miles of travel factor (PMTf) are based on the 2022 National Household Travel Survey (NHTS). The NHTS vehicle trip length data is based on travel surveys collected for the South Atlantic Region of the U.S., which includes Florida. The travel surveys are from metropolitan statistical areas with a population of more than 1,000,000 people with heavy rail service, which includes the central portions of Palm Beach County **(Appendix L)**.

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The person miles of travel factor (PMTf) vary by trip purpose. Several trip purposes have been combined to more accurately reflect trip characteristics of the uses established in the Mobility Fee schedule. The assigned PMTf per land use is established in **Appendix K.**

Person Travel Demand per Land Use (PTDu)

The result of multiplying vehicle miles of travel (VMT) by the person miles of travel factor (PMTf) is the establishment of a Person Travel Demand per land use (PTDu) **(Appendix K)**. The PTD per land use reflects projected person travel during an average weekday for the various land uses in the Mobility Fee schedule. The calculation for Person Travel Demand (PTD) is illustrated in **Figure 9**:

Figure 9: Person Travel Demand per Use (PTDu)

Person Travel Demand per use (PTDu)

VMTu = ((((TG x % NEW) x VTl) x LAEf) x ODf)

PTDu = (VMTu x PMTfu)

Where:

VMTu = Vehicle Miles of Travel per use (Appendix K)

TG = Trip Generation (Appendix J)

%NEW = Percent of Trips that are Primary Trips (Appendix K)

VTl = Vehicle Trip Length by Trip Purpose (Appendix K)

LAEf = Limited Access Evaluation factor of 0.754 (Table 10)

ODf = Origin and Destination Factor of 0.50 (Appendix K)

PTDu = Person Travel Demand per use (Appendix K)

PMTfu = Person Miles Travel factor per use (Appendix K)

Prepared by NUE Urban Concepts, LLC

The following is an example of the calculation of the Person Travel Demand (PTD) for a single-family detached residential land use per 1,000 sq. ft. **(Appendix K).**

Trip Generation (TG): 5.62
% New Trips (%NT): 1.00
Vehicle Trip Length (VTl): 3.86
Limited Access Adjustment factor (LAEF): 0.754
Origin & Destination Factor (ODf): 0.50
Vehicle Miles of Travel (VMT): 8.18
Person Miles of Travel factor (PMTF): 1.61
Person Travel Demand (PTD): 13.17

((((TG x % NT) x VTl) x LAEf) x ODf) = VMT; (VMT x PMTf) = PTDu
((((5.62 x 1.00) x 3.86) x 0.754) x 0.50) = 8.18; (8.18 x 1.61) = 13.17

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MOBILITY FEE ASSESSMENT AREA

There are two kinds of geographic areas in mobility fee systems: assessment areas and benefit districts. Assessment areas are based on either a physical location, such as a downtown, or a type of development pattern, such as a traditional neighborhood development (TND). New development within the Village only pays the mobility fee rate applicable to the assessment area in which the new development is located.

The establishment of different assessment areas is done in recognition that certain geographic locations or types of developments will result in shorter trips, more people walking and bicycling, and higher levels of internal capture; thus, minimizing impact to the external roadway network. Multiple assessment areas are established for mobility fees to reflect differences dues to internal capture or external distribution of trips.

Multiple assessment area options within the Village were considered based on a review of the Future Land Use Element (FLUE), Future Land Use Map (FLUM), and current development patterns. The FLUE, FLUM and current development patterns for the Village do not feature enough variation to warrant Mobility Fees that vary by assessment area. Should the Village adopt future land use policies for mixed-use developments such as traditional neighborhood developments (TNDs), then the Village may elect to establish a mixed-use assessment area to account for internal capture of trips in a future update of the Mobility Fee.

The Palm Springs mobility fee features a single **Assessment Area** for the Village (**Map A**). The assessment area defines where a mobility fee is assessed and collected from new development. The mobility fee is assessed at the time of development order application and is paid at the time a development permit is issued, or equivalent approval is granted by the Village.

The Mobility Fee Ordinance will address assessment and imposition of the mobility fee on new development. The Mobility Fee Ordinance may either incorporate the Assessment Area map by reference or include the map as an exhibit to the Ordinance.

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MOBILITY FEE SCHEDULE

To ensure the rough proportionality test is addressed, the person travel demand of individual land uses is used to calculate the mobility fee rate per use (MFru) in the mobility fee schedule **(Appendix N)**. The mobility fee rate is based on the person travel demand for each use (PTDu) listed on the mobility fee schedule multiplied by the person miles of capacity rate (PMCr).

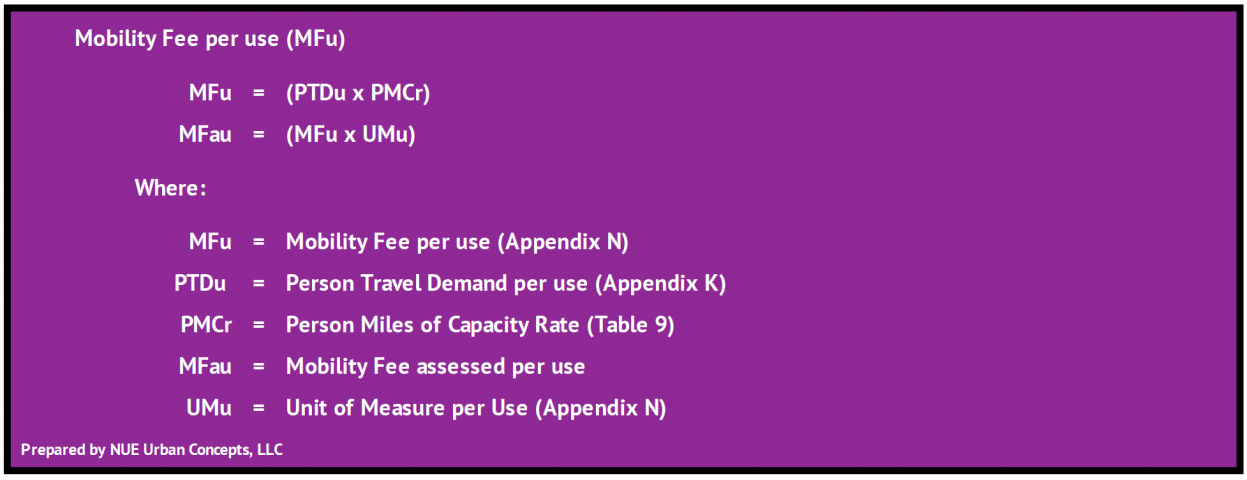
The calculated person travel demand for each use (PTDu) represents the full person travel demand impact of that land use within the Mobility Study Area **(Appendix K)**. The mobility fee rate per use (MFru) has been developed to fund the mobility projects needed on Village, County, and State Roads to address growth in future travel demand. Payment of the mobility fee based on land uses in the mobility fee schedule allows new development to equitably mitigate its impact to the Village's transportation system.

The Mobility Fee schedule provides fee rates on a per 1,000 square foot or applicable unit of measure basis **(Appendix N)**. New development is assessed a mobility fee per use (MFau) at the time of building permit application on a per square foot basis or applicable unit of measure. The calculations for determining the mobility Fee are illustrated in **Figure 10.** The following is an example of the mobility fee calculation for a 1,500 sq. ft. single-family detached residential dwelling where the unit of measure (UM) is per 1,000 sq. ft.:

(PTDu x PMCr) = MFru; Sq. Ft. (sf) / 1,000 = UMu; MFru x UMu = MFau

(13.17 x $277.91) = $3,659; (1,500 / 1,000) = 1.50; (1.50 x $3,659) = $5,489

Figure 10: Mobility Fee Calculation



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The mobility fee schedule seeks to strike a balance between the Village's Comprehensive Plan and current market trends. The uses included on the mobility fee schedule enable the Village of Palm Springs to use the Mobility Fee as an additional tool to further integrate land use and transportation planning consistent with the Village's Comprehensive Plan. The calculated mobility fee per land use is provided in **Appendix N**.

The mobility fee schedule of uses is broken down into five (5) components that are further described below the figure: (1) category of land uses; (2) individual land use classifications; (3) representative land uses; (4) Assessment Area; and (5) the mobility fee rates per land use. The following is an example the five (5) components of the mobility fee schedule **(Figure 11).**

Figure 11: Mobility Fee Schedule Components

Five (5) Components of a Mobility Fee Schedule	
Use Categories, Uses Classifications, & Representative Uses	**(Assessment Area)**
	Village-wide
(1st Use Category) = Institutional Uses per sq. ft.	
(2nd Use Classification) = Community Serving **(3rd Representative Use) = (Center, Club, Clubhouse, Lodge, Museum, Performance Venues, Place of Assembly or Worship)**	**(5th Mobility Fee Rates)**

The first (1st) component is overall categories of land uses, such as residential or office. Under each overall category there are multiple uses for which a mobility fee is calculated. The overall category is generally consistent with the function of a given land use for the individual land use classification. These overall categories are generally consistent with the Village Comprehensive Plan and the ITE Trip Generation Manual. These categories headings also specify if the individual uses are calculated on a per 1,000 square feet or a different unit of measure, such as the per acre for Outdoor Recreation.

The second (2nd) component is individual land use classifications, such as community serving or high impact retail. These individual land use classifications have similar person travel demand characteristics and / or similar functions to the overall land use category. These individual land use classifications are generally consistent with the ITE Trip Generation Manual classification under a given category of land uses. The individual land use classifications will specify the unit of measure to calculate the mobility fee if it differs from a rate per 1,000 square feet.

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The third (3rd) component is representative land uses under the individual land use classifications. These representative land uses are shown in brackets such as (Afterschool, Child Care or Day Care, K-12, Pre-K, Trade School, Tutor) after the individual land use classification of Private Education. These representative land uses have similar person travel demand characteristics and functions to the individual land use classification.

These land uses are not exhaustive and are intended to serve as a guide to describe the types of use that would be assessed a mobility fee based on the rate for the individual land use classification. The definition of each individual land use classification provides further detail on the types of representative land uses that would fall under an individual land use classification. These representative land uses are generally consistent with the ITE Trip Generation Manual classification under a give category of land uses and individual land use classifications.

The fourth (4th) component is the Assessment Area. The mobility fee schedule includes a single assessment area. In the future, the Village could consider additional assessment areas.

The fifth (5th) component is the Mobility Fee rates per land use classification. The Mobility Fee rates are illustrated for each land use. The Mobility Fee for an individual land use is determined by multiplying the mobility fee rate by the applicable unit of measure.

Residential Land Uses

The Mobility Fee schedule proposes a streamlined approach to residential mobility fees that is easy to administer and addresses affordability. The schedule proposes a flat residential Mobility Fee rate per square foot for residential uses, regardless of the type of residential use. The Mobility Fee is set up so that a 600 sq. ft. studio pays for 600 sq. ft., a 1,200 sq. ft. two-bedroom apartment pays for 1,200 sq. ft., and a 2,000 sq. ft. single-family detached dwelling pays for 2,000 sq. ft. There is a direct correlation between the size of a unit and the Mobility Fee to be paid.

The calculation of Mobility Fees per sq. ft. is consistent with how the building industry prices permits and is a tool available to the Village to address affordability. The transition to a flat residential Mobility Fee rate, regardless of the type of residential use, reflects that as the size of a residential dwelling unit increases, there is a corresponding increase in the number of bedrooms and vehicles per household **(Appendix O)**. An analysis of data from the 2022 National Household Survey illustrates that as the number of vehicles increases and household size increases, so does the corresponding vehicle miles of travel **(Appendix P).** Thus, similar to the trip generation rates for non-residential land uses, as the size of a dwelling unit increases, so does the number of associated vehicle trips.

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Affordable or Workforce Housing

The Mobility Fee schedule does not feature a calculated Mobility Fee rate for affordable or workforce housing. The Village of Palm Springs, per Florida Statute Section 163.31801 (11), could elect to waive mobility fees for affordable housing per Florida Statute Section 420.9071.

Institutional Uses

The Mobility Fee schedule features three institutional use classifications: (1) community serving; (2) long term care; and (3) private education. Community serving uses include civic uses, museums, performing arts venues, and places of assembly, such as clubs, lodges, and places of worship. Long term care uses include adult day care, assisted living facilities, congregate care facilities, group care, and nursing homes. Private education uses include day cares, private schools, and Pre-K. Public and charter schools are exempt from mobility fees and impact fees per Florida Statue.

Recreational Uses

The Mobility Fee schedule includes two recreational use classifications: (1) outdoor recreation; and (2) indoor recreation. Outdoor recreation uses consist of uses such as golf courses, tennis courts, and multipurpose recreation facilities, and the mobility fee is based on the number of acres. A separate indoor recreation category is included and is based on a rate per sq. ft. for indoor uses such as gyms, health clubs, yoga, and dance studios.

Industrial Uses

The Mobility Fee schedule features one industrial use category. The industrial category includes general industrial uses such as heavy industrial, assembly, manufacturing, microbreweries, and trades, as well as commercial storage uses such as mini-warehouses, outdoor storage, and warehouses.

Office Uses

The Mobility Fee schedule features two office use categories. The first use is for business office uses such as accounting or real estate. The general office use also includes hospitals and higher education. The second use is medical, such as clinics, dentist, medical doctors, emergency care, and veterinary. Medical office uses generate two to three times the number of trips as a non-medical office use, while hospitals have a daily trip generation consistent with non-medical office uses.

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Retail Land Uses

The Mobility Fee schedule includes four retail use classifications: (1) retail; (2) high impact retail; (3) convenience retail; and (4) quick service restaurant. A significant update in the 11th edition of the ITE Trip Generation Manual is the addition of several multi-tenant retail center use classifications. This change prompted the development of a general retail use classification. These uses tend to have similar trip generation characteristics that are generally less than 75 trips per 1,000 square feet.

The second category is high impact retail. These uses tend to have similar trip generation characteristics of roughly 75 to 125 trips per 1,000 square feet and consist of banks, grocery stores, sit down restaurants, and pharmacies. The third category is convenience retail and includes uses such as gas stations and convenience stores. As the highest trip generating land uses in the ITE Manual, these uses tend to have trip generation rates over 250 trips per 1,000 square feet. The fourth category is Quick Service Restaurant, aka fast-food restaurants, that tend to have trip generations rates of more than 200 trips per 1,000 square feet.

Non-Residential Uses

The Mobility Fee schedule proposes eight non-residential uses where the mobility fee is based on a unit of measure other than per 1,000 sq. ft. These non-residential land uses include: (1) automotive repair establishment; (2) commercial use drive-thru; (3) financial services drive-thru; (4) overnight lodging; (5) quick service restaurant drive-thru; (6) mobile residence; (7) vehicle charging or fueling; and (8) vehicle cleaning.

Overnight lodging includes hotels, motels, bed and breakfast, and other transient accommodations. The Mobility Fee for overnight lodging is based on a rate per room.

To reflect higher travel demand, seven (7) of these non-residential uses are additive mobility fees. As more land uses downsize, a Mobility Fee based solely on building size does not fully capture the travel demand impact of certain high travel demand uses. A Mobility Fee for any retail building would be assessed at the appropriate mobility fee rate.

In addition, uses with a bank, quick service restaurant, or pharmacy drive-thru, a car wash, or a commercial motor vehicle charging or fueling position would pay additive fees based on the number of features proposed for the development activity or existing development retrofit.

Quick service restaurant uses are experiencing a transformation where buildings are getting smaller, while the number of drive-thru lanes and delivery services are increasing. Due to their high travel demand impact, an additive fee has been calculated per quick service drive-thru lane

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to capture the impact of quick service uses that offer one or more drive-thru lanes. Some quick service uses are migrating to walk-up ordering, outdoor seating only, with two drive-thru lanes and one delivery pick-up lane, further increasing travel demand. This impact is not captured by simply evaluating the building.

Some financial institutions, especially Credit Unions, are increasing their brick-and-mortar presence to attract additional customers. Other banks are eliminating branches entirely and just offering drive-thru or walk-up free-standing ATMs. For banks with drive-thru lanes, an additional Mobility Fee is assessed per drive-thru lane. A Mobility Fee is also assessed for any free-standing walk-up ATMs or ATMs accessed via drive-thru lanes.

Convenience uses have primarily been uses with motor vehicle fueling. Increasingly superstores, supermarkets, variety stores, and wholesale clubs have started to add vehicle fueling. The additive mobility fees will be assessed to any use that offers commercial vehicle charging and fueling and is accessible to the public or through a membership club. The mobility fee is assessed per commercial charging station or fueling position. Any motor vehicle charging station that does not charge for service will not be assessed a mobility fee, such as charging stations provided in a public or private garage that do not charge for use.

Uses with a car wash shall be required to pay a mobility fee per lane, stall, or bay for the use, plus any mobility fee associated with any building space that are not captured as part of a lane, stall, or bay. Any building solely for maintenance or supply purposes that does not include any accessible spaces for personnel would not be required to pay a mobility fee beyond that associated with the additive fee for the car wash.

Uses with a repair or service bay shall be required to pay a mobility fee per bay or stall, plus any mobility fee associated with any building spaces that are not captured as part of a lane, stall, or bay. These uses would include vehicle repair or service, quick lube, tire stores, as well as any vehicle accessories or modifications.

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MOBILITY FEE COMPARISON

A comparison between the Village of Palm Springs Mobility Fee and the existing Palm Beach County road impact fee has been prepared **(Appendix Q).** While the comparison is a useful metric, the Village Mobility Fee and County road impact fee: (1) use very different methodologies; (2) were calculated by different consultants; and (3) were prepared at different times. The land uses listed in the Village and County fee schedule are not the same. Therefore, a best fit analysis was used to allow for the comparison. The County's road impact fee is based on rates from their 2022 road impact fee study. The Village Mobility Fee is based on the most recent and localized data as of 2025. The County provides 49 different impact fee rates. The Mobility Fee schedule is more streamlined with a total of 21 rates.

The County road impact fee uses a consumption-based methodology based on an adopted level of service standard, rather than specific road projects that the County intends to construct. The Palm Springs Mobility Fee uses a plan-based methodology where the Mobility Fee is based on the cost to construct specific mobility projects. The County's road impact fee uses vehicle miles of travel and trip lengths to determine its road impact fee based on studies completed in the 1990's and 2000's. The Village Mobility Fee uses person miles of travel, person miles of capacity, person travel demand, and trip lengths based on the 2022 National Household Travel Survey (NHTS). The uses and units of measure also differ when comparing the County road impact fee and the Village's Mobility Fee.

The Village's Mobility Fee for residential land uses is based on the habitable square footage for single-family residential uses and total square footage under roof for multi-family residential uses. The Palm Beach County road impact fee for residential land uses is calculated per dwelling unit, regardless of the square footage. On a per 1,000 sq. ft. basis, Palm Springs Mobility Fee is lower than the County road impact fee per dwelling unit. The Mobility Fee for a 1,500 square foot single-family detached residential dwelling results in a slightly lower fee than the County's Road impact fee for the same dwelling **(Appendix Q)**. Likewise, the Mobility Fee for a multi-family residential development / building will be similar to the County when considering total square footage.

The Village's Mobility Fee is lower than the County Road impact fee for most land. There are a few rates that are slightly higher than the County, with most of that difference due to differences in units of measure for a given land use, such as assisted living facilities. Overnight lodging and vehicle cleaning land uses are higher based on higher trip generation rates from the 11th edition of the ITE Trip Generation Manual versus the rate the County used from the 10th edition of the Manual as part of its update. Higher rates are relative as the unit of measure is very different for several land uses, making exact comparisons more difficult to evaluate. Further, the Mobility Fee counts for all travel on Village, County, and State Roads.

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MOBILITY FEE BENEFIT DISTRICT

The benefit test of the dual rational nexus test requires that local governments establish defined areas or districts within which mobility fees collected are earmarked for expenditure. The geographic limits of the proposed Mobility Fee Benefit District include the current Village limits, enclaves, and portions of unincorporated Palm Beach County **(Map B).** The extension of a Mobility Fee Benefit District beyond current Village limits was done in recognition that travel demand does not start or stop at Village limits **(Map B)**.

Having a Mobility Fee Benefit District that extends beyond the Village limits ensures that the Village can expend Mobility Fees on projects identified in the Mobility Plan outside the Village limits that cross enclaves or terminate at logical endpoints. It also allows the Village to address extra jurisdictional impacts and to work in a cooperative manner with adjacent municipalities, the County, and FDOT to partially fund mobility projects that would provide a mobility benefit to new development that pays the mobility fee. The extended boundaries also ensure the ability of the Village to fund mobility projects across enclaves and in surrounding areas to provide for continuity and connectivity.

To advance mobility projects and to form public / private partnerships, the Village may elect to establish a development specific mobility fee benefit district. A development specific benefit district would accommodate instances where new development advances mobility projects within a defined area. The benefit district could be a tool to collect mobility fees from various end users within a defined development and reimburse the new development that advanced the mobility project with mobility fees collected within the benefit district.

The benefit district could also include unaffiliated third party development activity within a defined area that would pay its mobility fee, and the Village would reimburse the development that provided a mobility benefit outside of the limits of its development boundary. Any development specific benefit district would be established through a developer agreement between the Village and the new development. The agreement would address the limits of the district and any development specific collection of mobility fees, utilization of credit, or reimbursement to the developer.

The Village will be required to establish a mobility fee special revenue account. Special revenue fund accounts ensure that mobility fees are expended within the Benefit District and are appropriately accounted for to address annual State mandated audit requirements for Mobility Fee collections and expenditures.

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DEFINITIONS

Any defined term in this Technical Report does not supersedes definitions in the Village's Comprehensive Plan or Land Development Regulations for non-mobility fee related purposes.

Amenities and Ancillary Uses means buildings, structures, and lands with a clubhouse, meeting spaces, laundry facilities, guard houses, fields, courts, indoor or outdoor recreation uses, garages, parking structures, barns, sheds, landscape maintenance facilities that do not generate additional person travel demand, are not open to the public, are not a commercial use. These amenities are generally associated with residential developments and overnight lodging. These uses are not assessed a mobility fee unless they are open to the public and charge for use either through cash or electronic payment or through membership or club dues.

Assessment Area means a geographic area of the Village or a specific development pattern where mobility fees are assessed on new development.

Automative Repair Establishment means a building, bays, service bays, stalls, or stations for the routine maintenance of motor vehicles including oil changes, cleaning, or replacing filters, replacing windshield wipers, changing tires, providing for maintenance, service, and repair, and changing and topping off vehicle fluids and falls under the description of ITE Trip Generation Manual Land Use Code Series 800 and 900. Any building square footage associated with motor vehicle service would fall under retail uses and pay the applicable impact fee per the square footage of the building not associated with the quick lube service.

Benefit District means areas a geographic area of the Village where mobility fees paid by new development are expended on mobility projects.

Business Uses means general offices, hospitals, higher education, post-secondary trade schools, and professional activities primarily involving the provision of professional or skilled services, including but not limited to accounting, legal, real estate, insurance, financial, engineering, architecture, accounting, and technology.

Capacity means the maximum sustainable flow rate, at a service standard, at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a bicycle facility, pedestrian facility, roadway, or shared-use multimodal facility during a given time-period under prevailing conditions. For transit, the capacity is the maximum number of persons reasonably accommodated riding a transit vehicle, along with the frequency and duration of transit service.

Commercial Use Drive-Thru means any drive-thru lane associated with a personal service or retail use. The drive-thru may include an order window or a door, window, or other means of access to drop-off or pick-up up goods, items, services, ordered through a mobile app or online. Common uses include dry cleaners or pharmacies. Increasingly retail uses are including drive-thru lanes to pick up ordered goods. Drive-thru lanes associated with a bank, fast food or quick service restaurant,

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financial institution, or auto wash are assessed additive mobility fees. Retail uses include those under ITE Land Use Codes Series 800 and 900, except those uses included on the mobility fee schedule with defined mobility fee rates.

Community Serving means those uses that are operated by non-profit civic organizations, governmental entities, foundations, or fraternal organizations, including places of assembly. Community serving also includes uses such as YMCA, museum, art studio, gallery, cultural center, community meeting spaces, community theater, library, or a fraternal or masonic lodge or club, or any community and civic based uses that do not sell retail goods or services for profit and that participates in community and public activities. Food, beverages, goods, and services may be offered for ancillary fundraising and sales to support the community serving use.

Convenience Retail means a use that sells convenience goods and products as further defined in the ITE Trip Generation Manual for Land Use Codes 851, 944, 945, and 950. Convenience store uses with motor vehicle charging or fueling shall be assessed an additive impact fee per charging or fueling position. Convenience store uses with third party restaurants shall be assessed mobility fees for the areas for quick service restaurants and based on those applicable rates for the defined areas. Uses with quick service drive-thru lanes shall also be assessed impact fees per drive-thru. Uses with motor vehicle cleaning shall be assessed impact fees for the motor vehicle cleaning units of measure.

Financial Service Drive-Thru Lane or Free-Standing ATM means any bank, financial institution, credit union, with a drive-thru lane used for banking purposes such as deposits, withdrawals, balance inquires, or bill pay. The drive-thru may include either a teller window, pneumatic device for transferring banking information or funds, or an Automated Teller Machine (ATM). An ATM inside or attached to a building that has a use open to the public or end user is not assessed a separate fee as a stand-alone ATM. This use also includes free standing bank drive-thru lanes and freestanding walk-up or drive-thru ATM machines. The fee shall be based upon the total number of drive-thru lanes with a banking window, pneumatic device, or ATM and/or the total number of free-standing ATM's. Free-standing ATM's may be either walk-up or feature drive-thru lanes.

High Impact Retail shall mean grocery stores, supermarkets, superstores, variety stores, package stores, liquor, or alcohol for off-site consumption, where 50% or more of the gross square footage of the use is for the sale of edible or drinkable goods. These uses may offer other goods, products, and services such as on-site consumption of food or beverages, pharmacies, cleaning and household supplies, pharmacies, and other personal services. High Impact Retail uses also include banks, credit unions, sit-down restaurants, and pharmacies. These uses generally generate between 75 and 250 daily trips per 1,000 sq. ft.

Impact shall mean any new development that results in an increase in person travel demand above the demand generated by the existing use of property, including submerged properties.

Indoor Recreation means facilities that primarily focus on individual or group fitness, exercise, training or provide recreational activities. The uses typically provide exercise, dance or cheerleading

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classes, weightlifting, yoga, Pilates, cross-fit training, fitness, and gymnastics equipment. Indoor commercial recreation also includes uses such as bowling, pool, darts, arcades, video games, batting cages, trampolines, laser tag, bounce houses, skating, climbing walls, and performance centers. Food, beverages, equipment, and services may be offered for ancillary sales.

Industrial means those activities which are predominantly engaged in building and construction trades, the assembly, distribution, finishing, packaging, processing, production, and/or storage of goods or products, utilities, recycling, waste management and uses that include brewing and distilling that may have taps, sampling or tasting rooms, and include those uses specified in the ITE Trip Generation Manual under Land Use Code Series 000 and 100 excluding governmental uses and commercial storage uses. Industrial uses typically have ancillary office space and may have display or merchandise display areas for various trades and industries that are not open to the general public. Industrial uses are also located in land uses and zoning districts intended for industrial uses.

Industrial Uses means those activities which are predominantly engaged in the assembly, distribution, fabrication, finishing, packaging, processing, production, storage, and/or warehousing of goods and products and which include those uses specified in the ITE Trip Generation Manual under Land Use Code Series 000 and 100 but excluding governmental uses. Industrial Uses also means facilities or acreage in which one or more warehouses, storage units or vaults are rented for the storage of goods and/or acreage or is providing for the storage of boats, RVs, vehicle trailers and other physical items that are larger than what is typically stored within an enclosed structure. The acreage for outdoor storage, excluding drive aisles, buffers, and stormwater management areas, shall be converted to square footage for purposes of calculating the fee. This shall not include an individual's personal property where such items are stored by the owner of the land and not for commercial purposes, subject to allowance by land development and zoning regulations.

Institutional Uses means those public or quasi-public uses that serve one or more community's social, educational, health, cultural, and religious needs and which include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 500, and includes Land Use Codes 253, 254, 255, and 620. Land Use Codes 540 and 550 are included in office uses and 580 and 590 falls under community serving. Federal, state, and local government institutional uses, except for community development districts, are exempt from payment of mobility fees.

ITE Trip Generation Manual means and refers to the latest edition of the report entitled "Trip Generation" produced by the Institute of Transportation Engineers (ITE), and any official updates.

Level of Service (LOS) means a quantitative stratification of the level of service provided to a facility, roadway, or service stratified into six letter grade levels, with "A" describing the highest level and "F" describing the lowest level; a discrete stratification of a level of service continuum.

Long Term Care means communities designed for long term care of on-site residents, such as assisted living facilities, congregate care facilities and nursing homes, with common dining and on-

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site health facilities for residents that is not a general retail or commercial use open to the public. This use includes ITE Trip Generation Manual Land Use Codes 253, 254, 255, and 620.

Medical or Dental Office means a building or buildings that provide medical, dental, or veterinary services and care. Medical office shall also include any clinics, emergency care uses, and any uses specified in the ITE Trip Generation Manual under Land Use Code Series 600, including Land Use Code 720. Land Use Code 620 is included under Long Term Care land uses.

Micromobility means electric powered personal mobility devices such as electric bicycles, electric scooters, hoverboards, One-Wheel, Unicycle, electric skateboards, and other electric assisted personal mobility devices. Low speed vehicles such as golf carts or mopeds are not considered personal micromobility devices.

Microtransit means electric powered low speed vehicles autonomous transit shuttles, golf carts, neighborhood electric vehicles, and transit circulators that seat less than 15 passengers.

Mobility means the ability to move people and goods from an origin (beginning point) to a destination (end point) by multiple modes of travel in a timely (speed) manner.

Mobility Fee means a monetary exaction imposed on new development to fund mobility projects identified in the most recently adopted mobility plan.

Mobility Fee Expenses means expenditures for: (a) the repayment of principal and interest or any redemption premium for loans, advances, bonds, bond anticipation notes, and any other form of indebtedness then outstanding consistent with statutory allowances and used to advance mobility projects identified in the mobility plan; (b) reasonable administrative and overhead expenses necessary or incidental to expanding and improving mobility projects; (c) crosswalks, elevated crossings, bridges, traffic control and crossing warning devices, landscape, trees, way finding, irrigation, hardscape, streetscape, and lighting related to projects; (d) micromobility devices, microtransit vehicles, programs and services, (e) mobility hubs, rail stations with parking structures, transit circulators, facilities, programs, shuttles, services and vehicles; (f) reasonable expenses for engineering studies, stormwater reports, soil borings, tests, surveys, construction plans, and legal and other professional advice or financial analysis relating to projects; (g) the acquisition of right-of-way and easements for the improvements, including the costs incurred in connection with the exercise of eminent domain; (h) the clearance and preparation of any site, including the demolition of structures on the site and relocation of utilities; (i) floodplain compensation, wetland mitigation and stormwater management facilities; (j) all expenses incidental to or connected with the issuance, sale, redemption, retirement, or purchase of bonds, bond anticipation notes, or other forms of indebtedness, including funding of any reserve, redemption, or other fund or account provided for in the ordinance or resolution authorizing such bonds, notes, or other form of indebtedness consistent with statutory allowances and used to advance mobility projects identified in the mobility plan; (k) reasonable costs of planning, design, survey, engineering, and construction, including mobilization, maintenance of traffic during construction and CEI (construction engineering and

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inspection) services of mobility projects, (l) village administration, implementation updates to the mobility plan and mobility fee, including any analysis, assessments, counts, data collection, plans, programs or studies needed for mobility projects, (m), local match for federal, state and county funded projects.

Mobility Fee Schedule means the land uses for which a mobility fee is to be assessed on new development. The schedule includes the mobility fee rates per unit of measure for each land use.

Mobility Fee Technical Report shall mean the Village of Palm Springs Mobility Fee Technical Report dated April 2025 and prepared by NUE Urban Concepts, LLC that documents the analysis, data and methodology used to develop a mobility fee and is adopted pursuant to an implementing ordinance which authorizes imposition of the mobility fee.

Mobility Plan shall mean the Roadway Plan, Multimodal Plan, and Mobility Programs included in the Village of Palm Springs Mobility Plan dated April 2025 and prepared by DDEC, LLC & NUE Urban Concepts, LLC that identifies mobility projects within and adjacent to the Village to meet future person travel demand from new development and serves as the basis for the Village's mobility fee. Future updates of the Mobility Plan may be referenced as a Mobility Plan or a Mobility Plan with a future year.

Mobility Programs means initiatives identified in the Mobility Plan intended to implement the Mobility Plan. These mobility programs include a variety of plans and studies that the Village will undertake as part of implementation of the mobility plan and expenditure of the mobility fees.

Mobility Project means improvements such as bike lanes, buffered bike lanes, protected bike lanes, cycle tracks, raised bike lanes, intersections, interchanges, roundabouts, boardwalks, pathways, shared-use paths, multi-use paths/trails, sidewalks, traffic calming, elevated crossings, pedestrian bridges, overpasses or underpasses, roads, streets, and streetscape. Mobility projects also include policies, programs and services, wayfinding, micromobility devices, and transit vehicles, circulators, lanes, stops, and facilities, along with mobility hubs and corridor studies. Projects can include new or additional travel lanes and turn lanes, upgrade of roads that results in a change in functionally classification of the road, complete and low speed streets, curbless shared streets, new or upgraded traffic signals, traffic synchronization, mobilization, maintenance of traffic, survey, geotechnical and engineering, utilities, construction, PD&E, planning, engineering and inspection, utility relocation, right-of-way, easements, land acquisition, stormwater management facilities. These projects may also be referred to as mobility plan projects or multimodal projects.

Mode means the choice of travel that a person undertakes and can include walking, jogging, running, bicycling, paddling, scooting, flying, driving a vehicle, riding a boat, transit, taxi or using a new mobility technology.

Multimodal means travel outside of travel lanes, beyond the outside edges of pavement or curbs, on sidewalks, pathways, shared-use paths, boardwalks, or trails primarily by walking, jogging,

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running, rollerblading, or non-motorized bicycling, skating, scootering, or use of a device for mobility impaired persons, and where allowed use of micromobility devices. Multimodal also means travel on designated lanes, shoulders or travel lanes by bicycling, rollerblading, skating, scootering, using a personal electric micromobility device, where allowed by Village ordinance, and riding microtransit.

Mobile Residence means land uses for the temporary or permanent placement of Mobile Homes RVs, Tiny Homes on Wheels, or Travel Trailers, within predefined lots or spaces that have connections for communications, electric, water, and wastewater. Mobile residential parks may have common amenities and building with recreational uses, laundry, and park offices.

New Development means new residential and non-residential construction, any new land development or site preparation activity, any new construction of buildings or structures, any modification, reconstruction, redevelopment, or upgrade of buildings or structures, any change of use of a building, land, or structure, and any special exception approval, variance, or special use permit that results in an impact to the transportation system.

Non-Residential Additive Uses means a land use with a mobility fee rate based on a unit of measure that generates high levels of impact per unit such as service bays, car wash lanes, fueling positions for motor vehicles, and drive-thru lanes for banks, quick service restaurants, and retail uses. These mobility fees per unit of measure are assessed in addition to mobility fees assessed per land use based on square footage of buildings and structures or the applicable unit of measure for the land use. These non-residential uses fees may be referred to additive fees or additive mobility fees.

Non-Residential Square Feet means the sum of the gross floor area (in square feet) of the area of each floor level under cover, including cellars, basements, mezzanines, penthouses, corridors, lobbies, stores, and offices, that are within the principal outside faces of exterior walls, not including architectural setbacks or projections. Included are all areas that have floor surfaces with clear standing head room (six feet six inches, minimum) and are used as part of primary use of the property of their use. If an area within or adjacent to the principal outside faces of the exterior walls is not enclosed, such as outdoor restaurant seating, areas used for storage of goods and materials, or merchandise display, and is determined to be a part of the primary use of property, this gross floor area is considered part of the overall square footage of the building. Areas for parking, circulation, ingress, egress, buffers, conservation, walkways, landscape, stormwater management, and easements or areas granted for transit stops or multimodal parking are not included in the calculation of square feet.

Office Uses means those businesses which provide professional services to individuals, businesses, or groups and which include those uses in the ITE Trip Generation Manual under Land Use Code Series 600 and 700 and includes Land Use Codes 540, 550, 911 and 912. Land Use Code 620 is included under institutional uses.

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Outdoor Recreation means outdoor recreational activity including land uses with miniature golf, batting cages, video arcade, bumper boats, go-carts, golf driving ranges, tennis, racquet or basketball courts, soccer, baseball and softball fields, paintball, skating, cycling or biking that require paid admittance, membership or some other type of fee for use. Buildings for refreshments, bathrooms, changing and retail may be included. The fee shall be based upon the total acreage of the facility for active uses outside of buildings and all buildings used to carry out a primary function of the land use activity. Areas for parking, buffers and stormwater that are not active features of the land use are excluded from the fee acreage. The use would generally fall under the ITE Land Use Code Series 400.

Overnight Lodging means places of accommodations, such as bed and breakfast, inns, motels, hotels and resorts that provide places for sleeping and bathing and may include supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, and limited recreational facilities (pool, fitness room) intended for primary use by guest(s) and which include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 300.

Person Miles of Capacity (PMC) means the number of persons "capacity" that can be accommodated, at a determined standard, on a facility while walking, bicycling, riding transit, driving, or using a mobility assisted device over a defined distance.

Person Miles of Travel (PMT) means a unit used to measure person travel made by one person where each mile traveled is counted as one person mile. PMT is calculated by multiplying person trip length by the number of person trips. The increase in future person miles of travel is used to plan mobility project needs that form the basis for a mobility fee.

Person Miles of Travel Factor (PMTf) means the factor utilized to convert vehicle miles of travel to person miles of travel based on the 2022 National Household Travel Survey.

Person Travel Demand (PTD) means travel demand from new development based on trip generation, pass-by trips, vehicle trip lengths, limited access travel, origin and destination factors, vehicle miles of travel, and person miles of travel factors. The resulting mobility fees are roughly proportional to the person travel demand per use and assessment area provided on the mobility fee schedule.

Person Trip (PT) means a trip by one person by one or more modes of travel including, but not limited to, driving a motor vehicle or low speed electric vehicle, riding transit, walking, bicycling or form of person powered, electric powered or gasoline powered device.

Person Trip Length (PTl) means the length, in miles, of a person trip per trip purpose.

Private Education means building or buildings used for pre-school, private school, childcare, or day care where students are educated by a non-governmental entity with grades ranging from pre-kindergarten to 12th grade. Private schools do not include Charter Schools, which are exempt from

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local government fees per Florida Statute. Childcare and day care shall mean a facility where care for young children is provided, normally during the daytime hours. Day care facilities generally include classrooms, offices, eating areas and playgrounds. Postsecondary education falls under office uses. These uses are under ITE Trip Generation Manual under Land Use Code Series 500.

Quick Service Restaurant means a building or structure where an order for food is placed at a service counter, at a drive-thru or walk-up pick-up window, or via a mobile device or an on-line application or portal, or a designated delivery or parking area. These uses may or may not have indoor or outdoor seating and may or may not have a drive thru. These uses include fast casual, fast food, quick service, food, and beverages, communal or ghost kitchens, delivery only services, food trucks, or shipping container facilities. Any use with a drive-thru lane or parking areas designated for delivery pick-ups shall be assessed an additive mobility fees per drive-thru lane.

Quick Service Restaurant Drive-Thru means a delivery lane where an order is picked-up by a customer that placed an order at a call box, window, or screen, or via a mobile device or an on-line application or portal. The number of drive-thru lanes shall be based on the total number of lanes, not the number of windows where an order is picked-up. Some drive-thru lanes may be opened longer than the restaurant is open. Food may be obtained from a pick-up window, locker, station, or functional equivalent after the order has been placed. For uses with designated parking areas for delivery pick-up where food is brought to the parking location, every (5) designated spaces shall be considered the equivalent to a drive-thru lane. The mobility fee per drive-thru is assessed in addition to the mobility fee assessed for the building.

Recreation Uses mean those public or quasi-public uses that serve a community's social, cultural, fitness, entertainment, and recreational needs, which include applicable land uses specified in the ITE Trip Generation Manual under Land Use Code Series 400 and 500.

Residential Dwelling means a dwelling unit, including single-family attached, single-family detached, multi-family, student housing, or active adult as a self-contained living space intended for residential occupancy by one or more individuals, including permanent facilities for living, sleeping, eating, cooking, and sanitation.

Residential Square Feet means the sum of the area (in square feet) of each dwelling measured from the exterior surface of the exterior walls and under roof. This square footage includes all common areas and an attached garage for individual dwelling units. This square footage does not include multi-story parking structures or detached garages for condos or multifamily uses.

Residential Uses means residential uses shall include those uses specified in the ITE Trip Generation Manual under the Land Use Code Series 200 for all Land Use Codes between 210 and 252.

Retail means entertainment, personal service, restaurant, and retail uses. This includes land uses under ITE Land Use Codes Series 400, 800, and 900. Retail includes all uses that do not fall under Grocery and Liquor Store, Convenience Store, Sit-Down Restaurant, or Quick Service Restaurant.

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Retail Sales and Service Uses means those commercial activities which provide for sale, lease, or rent of goods, products, services, vehicles, or accommodations for use by individuals, businesses, or groups and which include those uses specified in the ITE Trip Generation Manual under Land Use Code Series 800 and 900.

Streetscape means hardscape elements such as pavers, benches, lighting, trash and recycling receptacles, fountains, seating, shade structure, crosswalks, landscape elements such as canopy and understory trees, shrubs, bushes, grasses and flowers, green infrastructure and architectural structures and projections that provide shade and protection from various weather conditions.

Trip means travel between locations, often times between an origin, such as a home, to a destination, such as a business, but the trip can end and begin at the same location, such as walking a dog in the neighborhood where the home is both the origin and destination.

Transportation System means the right-of-way, easements, roads, streets, alleyways, curb-cuts, traffic control devices, stormwater management facilities, utilities, bridges, and multimodal facilities that allow for circulation, mobility, and parking within the Village and accessibility to land uses, property, and modes of transportation within the Village.

Travel Demand means the mode of transportation mobility that people choose to use, and how those choices result in trips of varying lengths on the transportation system.

Trip Length means the length of a trip per trip purpose.

Trip Purpose means the primary purpose at the destination of a trip such as travel to buy goods, services, or meals, entertainment, recreation, school, work, places of assembly, errands, medical, day care, or work related. Trip purpose may be either home based, meaning the trip originates at a residence, or non-home based, meaning the trip originates at a destination other than a residence.

Use means a use of land for residential or non-residential purposes. For Mobility Fee purposes the terms land use and use are interchangeable. The inclusion of a use on the mobility fee schedule does not mean that land use or use is permitted by the Village's Comprehensive Plan or LDRs.

Vehicle means a car, SUV, truck, van, or motorcycle that is either electric powered, gasoline powered, a hybrid, or some other fuel source that propels the motor vehicle.

Vehicle Cleaning means a building, stalls, stations, or tunnels for the cleaning, detailing, polishing, washing, or waxing of motor vehicles or boats which fall under the description of ITE Trip Generation Manual Land Use Code Series 800 and 900. This use includes full-service, partial service, and self-service uses. The unit of measure shall be the number of bays or stalls for self-service cleaning, and the number of approach lanes for automated, semi-automated, or tunnel washes where payment is rendered or a card, code, or other means is used to access the cleaning service. For uses with

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automated, semi-automated, or tunnels, finishing stations for detailing, drying, or vacuuming impact fees shall also be assessed at a rate of one (1) station per every five (5) finishing stations. For uses with self-service bays or stalls, which typically feature a greater number of facilities than automated or semi-automated facilities, finishing stations for detailing, drying, or vacuuming. Mobility fees shall also be assessed at a rate of one (1) station per every ten (10) finishing stations.

Vehicle Charging or Fueling means the total number of vehicles that can be charged or fueled at one time (fueling positions). Increasingly, land uses such as superstores, (i.e., super Wal-Mart), variety stores, (i.e., Dollar General), and wholesale clubs (i.e., Costco) are also offering vehicle charging and fueling with or with/out small convenience stores. Outside of Florida, several grocery store chains are also starting to sell fuel. Free standing vehicle charging stations that charge a fee for use and are not a requirement of the Village as an ancillary use of a development shall be required to pay a mobility fee. The impact fee rate per charging or fueling position would be in addition to any mobility fee per square foot under the applicable retail land use with vehicle charging or fueling. Motor vehicle charging stations that are not a primary use or function of a commercial or retail use and are either required by the Village or provided as an ancillary use are exempt from payment of the mobility fee. The Village shall have the ability to determine if a charging or fueling station is a commercial use.

Vehicle Miles of Travel (VMT) means a unit to measure vehicle travel made by a motor vehicle where each mile traveled is counted as one vehicle mile regardless of the number of persons in the vehicle. VMT is calculated by multiplying the length of a road segment by the total number of vehicles on that road segment.

Vehicle Occupancy (VO) means the total number of persons in a single motor vehicle making a trip.

Vehicle Trip means a single motor vehicle, regardless of the number of persons in the motor vehicle.

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RECOMMENDED NEXT STEPS

The adoption of the Mobility Fee requires additional tasks to administer and implement the Mobility Fee. The following are recommended next steps that the Village should consider:

(1) **Palm Beach County Interlocal Agreement:** HB 479 requires that municipalities and counites enter into an interlocal agreement to address transportation mitigation consistent with the requirements of Florida Statute Section 163.3180. As part of the interlocal, the Village should further evaluate travel to and from the Village and the share of roadway capacity and multimodal projects on County Road to establish baselines for use in the agreement. The interlocal should identify mobility projects, if applicable, where a share mobility fees should be allocated for advancement of mobility projects on County Roads. The Village should also evaluate road impact fee revenues collected by the County from development within the Village over the last 20 years and summarize road and intersection projects constructed by the County during that time period.

(2) **FDOT, Palm Beach County Transportation Planning Agency (TPA) Coordination:** Palm Springs should begin discussions with FDOT and the Palm Beach TPA on integrating the mobility projects into any subsequent updates of the 2050 LRTP. The coordination should also address the incorporation of mobility projects into existing funded and planned projects, and the pursuit of funding for mobility projects through existing or upcoming grant and funding request opportunities.

(3) **Annexation of Unincorporated Property**: The Village should consider strategic pursuit of annexations of unincorporated Palm Beach County adjacent to or forming enclaves within the Village. These areas are using the transportation system within the Village and annexations allows the Village to be better able to coordinate mobility projects and review the impacts from new development.

(4) **Service Charge Study:** Palm Springs should also consider undertaking a service charge study for administering and implementing its mobility fee, along with its other impact fees. Florida Statute limits administrative charges to the cost of administering and implementing mobility fees. The service charge study would provide a factual basis for assessment of a service charge to offset administrative cost. The service charge would also address future updates and application fees for special studies, request for credits or offsets, and special assessments.

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(5) **Administrative Manual:** Palm Springs should consider developing an administrative manual that establishes administrative procedures to administer and implement the mobility plan, mobility fees, and impact fees. The mobility fee and impact fee ordinances address big picture legal and statutory requirements. The Administrative Manual would govern day to day administration and provide the Village with continuity of service.

(6) **Traffic Count Program:** Palm Springs should consider collecting traffic counts on collectors, minor collectors and major local roads through-out the Village. Future County negotiations and the pursuit of funds and grants for safety and mobility will be further enhanced by having existing traffic count data.

(7) **Land Development Regulations:** The Village should evaluate its Land Development Regulations and establish criteria to address site access assessments from new development. The LDRs may also need to be amended depending on the extent of Comprehensive Plan Amendments. The Village should consider establishing street, multimodal, and transit quality of service (QOS) standards as performance measures and for development review. The Village should also consider implementing FDOT's Context Classification and expand on the initial application of FDOT's Context Classification that has already been undertaken as part of the mobility plan **(Figure 12)**.

Figure 12: FDOT's Context Classification



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CONCLUSION

The Village of Palm Springs Mobility Fee is based on the mobility projects identified in the Village of Palm Springs 2045 Mobility Plan. The Mobility Plan sets the framework for moving people, providing mobility choices, and meeting future travel demand throughout the Village. The future travel demand analysis provided in this Technical Report clearly demonstrates there is growth in travel demand projected within the Village. The planned mobility projects over the next 20 years will expand the Village's transportation system to meet projected travel demand.

The Mobility Fee is a streamlined, equitable way for all new development in the Village to mitigate its impact to the transportation system. The **Assessment Area** for the Mobility Fee will be uniform across the Village per type of land use. The Mobility Fee will replace County Road Impact Fee assessed on new development with the Village. The Mobility Fee would be the only transportation mitigation fee assessed on new development within the Village. After adoption of the Mobility Fee, the Village will make best efforts to negotiate an interlocal agreement with Palm Beach County to address transportation mitigation consistent with H.B. 479. Those negotiations will be based on the adopted Village Mobility Plan.

The Village will determine how Mobility Fee revenues are allocated and expended through its annual Capital Improvements Program. Mobility Fee revenues may be expended on projects identified in the 2045 Mobility Plan and the Village's Capital Improvements Program.

The Mobility Plan, based on growth in population and increases in person miles of travel, includes mobility projects that provide the person capacity **"needed"** to meet the travel demands of new development. The new growth evaluation demonstrates that new development is not being assessed more than its **"attributable and assignable"** share of the cost of the Mobility Plan.

The person travel demand for each use included in the Mobility Fee schedule meets the **"rough proportionality test"** established through case law. The establishment of a Mobility Fee Benefit District ensures that Mobility Fees will be expended to provide a mobility **"benefit"** to new development that pays a Mobility Fee. The Mobility Plan and the Mobility Fee meets the **"dual rational nexus test"** and is consistent with the requirements of Florida Statute Sections 163.3180, 163.31801 and Florida Statute Chapter 380.

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Maps

June 2025

Maps

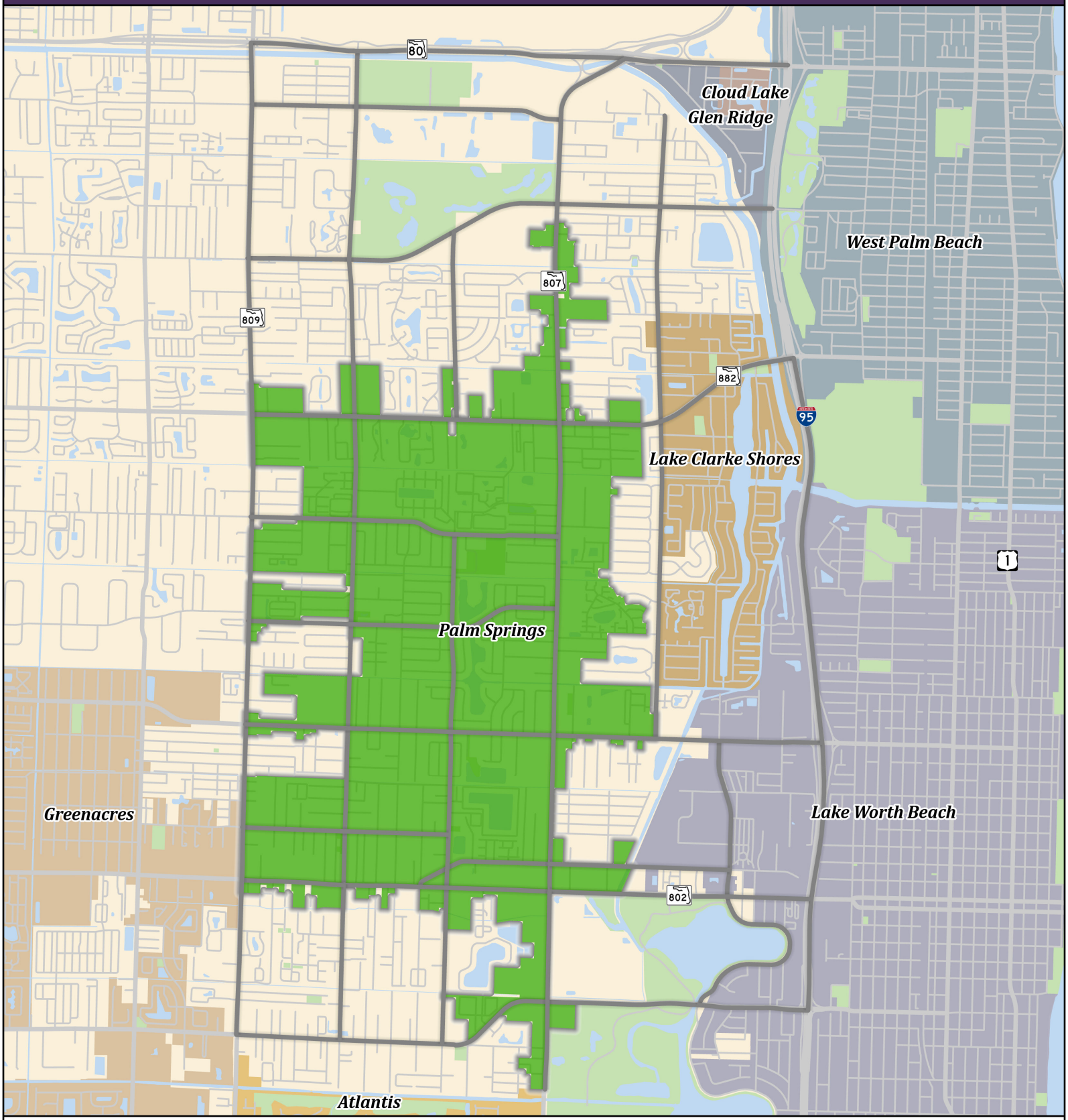
Map A. Mobility Fee Assessment Area
Map B. Mobility Fee Benefit District
Map C. Mobility Study Area
Map D. Roadways Plan
Map E. Multimodal Plan

MAP A

Mobility Fee Assessment Area

VILLAGE OF PALM SPRINGS MOBILITY FEE

Mobility Fee Assessment Area



Mobility Study Network
Assessment Area
Parks and Greenspace
Unincorporated Palm Beach County
Palm Springs City Limts

0 0.25 0.5 1 Miles

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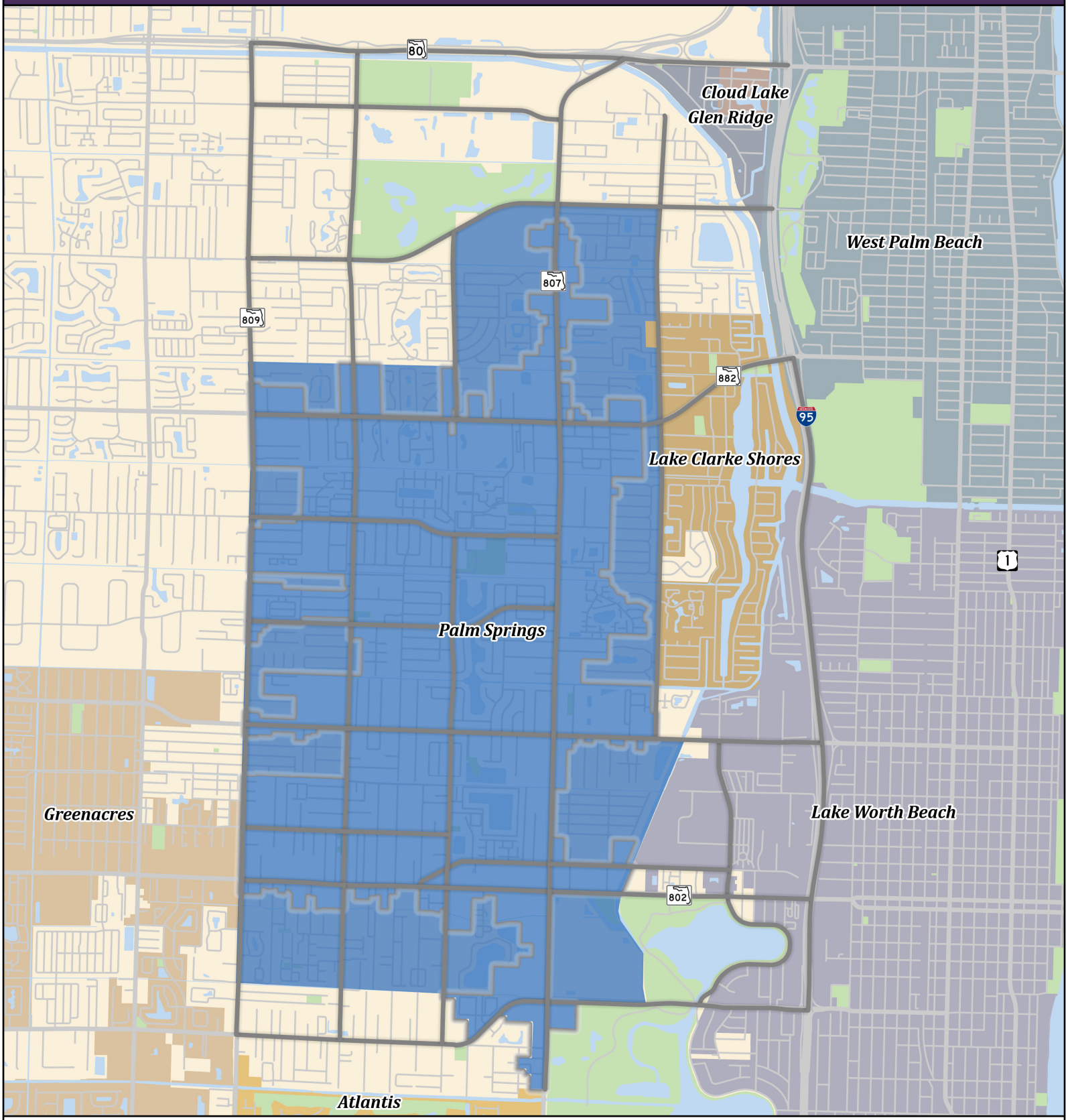
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MAP B

Mobility Fee Benefit District

VILLAGE OF PALM SPRINGS MOBILITY FEE

Mobility Fee Benefit District



Mobility Study Network
Benefit District
Parks and Greenspace
Unincorporated Palm Beach County
Palm Springs City Limts

0 0.25 0.5 1 Miles

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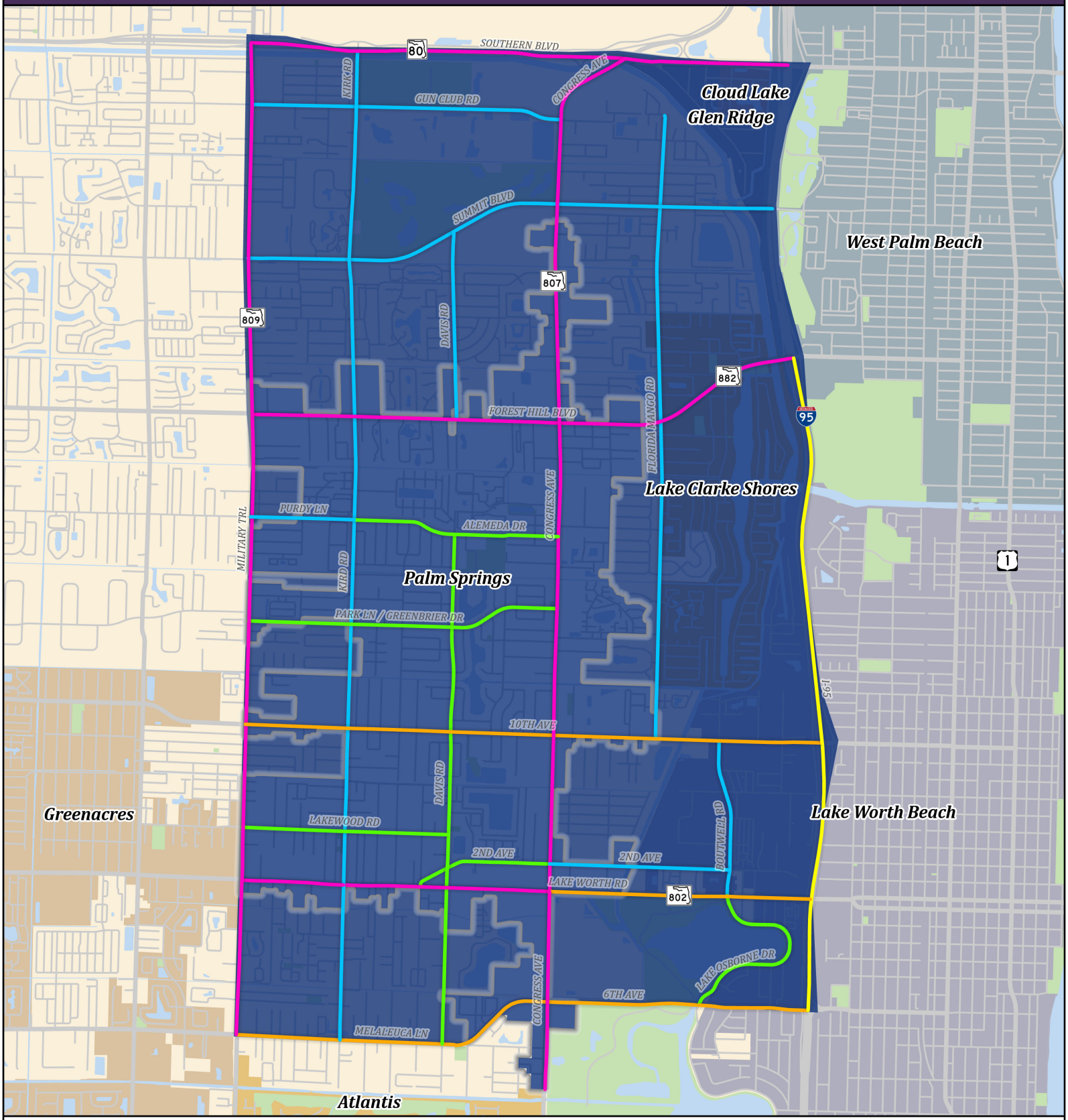
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MAP C

Mobility Study Area

VILLAGE OF PALM SPRINGS MOBILITY FEE

Mobility Study Area & Road Network



- Limited Access
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Mobility Study Area (Including City Limits)
- Parks and Greenspace
- Unincorporated Palm Beach County
- Palm Springs City Limts

0 0.25 0.5 1 Miles

N

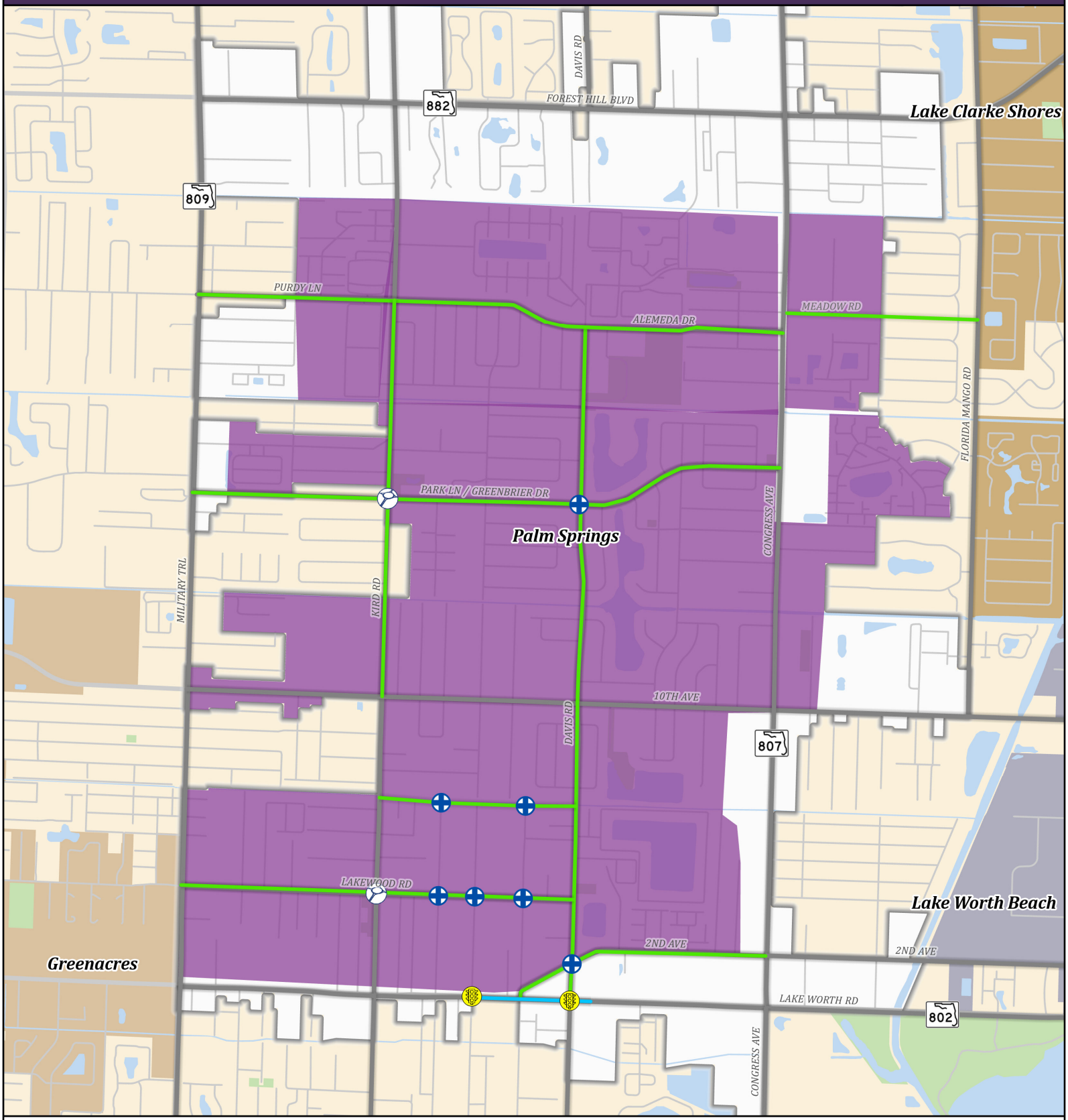
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MAP D

Roadways Plan

VILLAGE OF PALM SPRINGS MOBILITY FEE
Roadway Plan



- Roundabout
- Raised Intersection
- New Signal
- Complete Street Project
- Road Improvement
- Mobility Study Network
- Traffic Calming Area
- Parks and Greenspace
- Unincorporated Palm Beach County
- Palm Springs City Limts

0 0.13 0.25 0.5 Miles

N

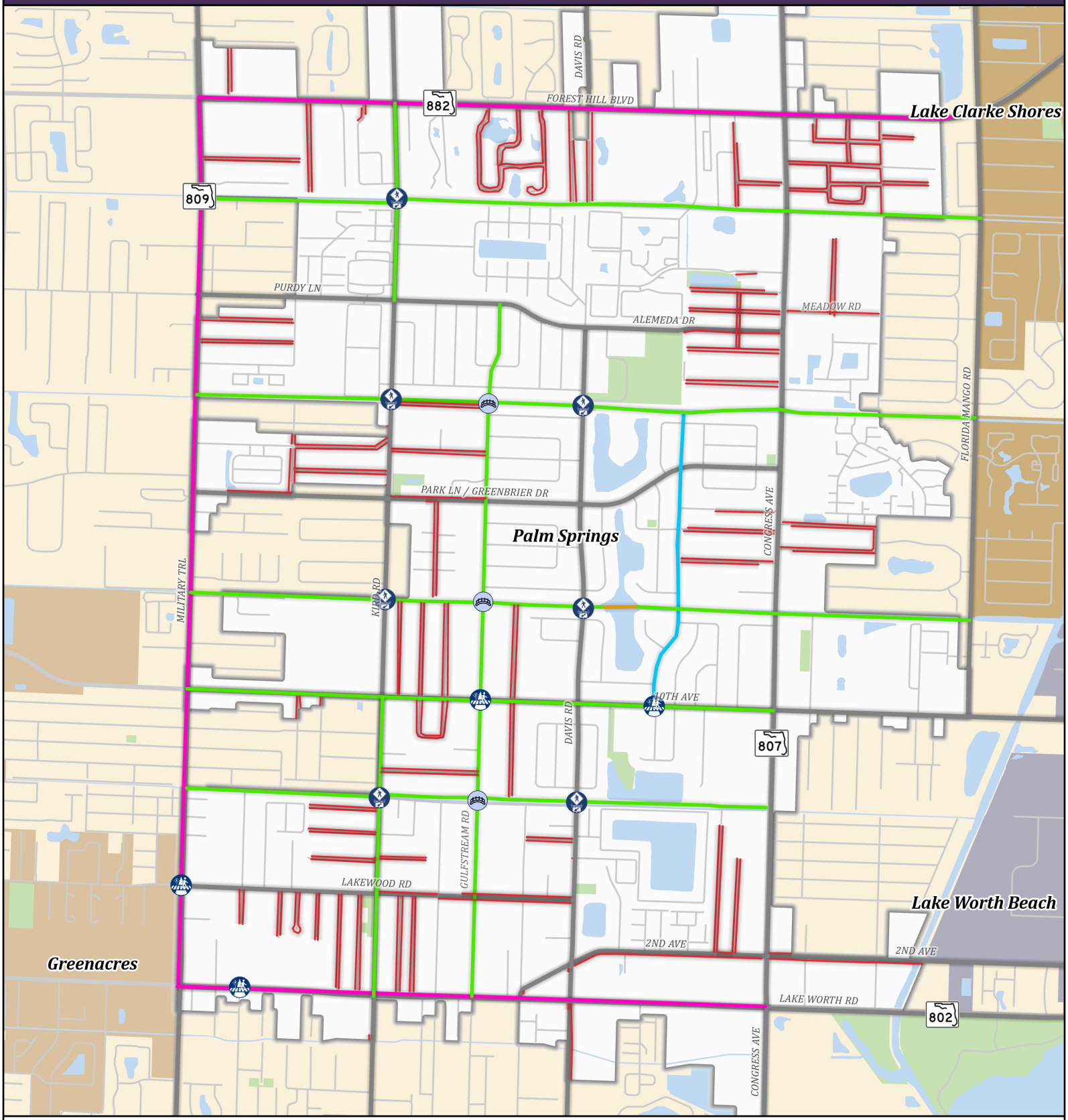
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MAP E

Multimodal Plan

VILLAGE OF PALM SPRINGS MOBILITY FEE
Multimodal Plan



- Rectangular Rapid Flashing Beacon (RRFB)
- Pedestrian Signal
- Pedestrian Bridge
- Bicycle Boulevard
- Boardwalks
- Lane Repurposing
- Multi-Use Trail
- Sidewalk Gaps
- Mobility Study Network
- Parks and Greenspace
- Unincorporated Palm Beach County
- Palm Springs City Limts

0 0.13 0.25 0.5 Miles

N

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Appendices

June 2025

Appendices

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Appendix D.	**Traffic Characteristics Data**
Appendix E.	**2022 National Household Travel Survey Data**
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Transportation Planning Guidance

Transportation Planning

Community Planning

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- Accessing Comprehensive Plans and Plan Amendments (Florida Papers)
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- Property Rights Element
- Evaluation and Appraisal Review of the Comprehensive Plan
- General Information About Developments of Regional Impact and Florida Quality Developments
- Developments of Regional Impact Repository
- List of Local Governments Qualifying as Dense Urban Land Areas
- Revitalization of Expired Homeowners Association Declarations and Covenants

Community Planning Staff Directory (Alphabetical)

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Community Services

Community Development Block Grants

Community Partnerships

Broadband

Rural Community Programs

Special Districts

Homeowner Assistance

Transportation Element

Section 163.3177(6)(b), Florida Statutes, establishes the requirements for transportation and mobility planning in local government comprehensive plans. Comprehensive plans must focus on providing a multimodal transportation system that emphasizes public transportation systems, where feasible, and encourages economic development through flexible transportation and mobility options for Florida communities. Links to transportation planning related issues and organizations are included below to help provide additional information on transportation mobility planning in Florida.

Multimodal Transportation

A multimodal transportation system recognizes the importance of providing mobility options through a variety of integrated travel modes, such as by bus or rail transit, bicycle, automobile, or foot. A well-designed multimodal transportation network minimizes impacts to the environment and enhances the livability of neighborhoods by increasing transportation options, expanding access, and increasing connectivity between destinations.

A well-designed and efficient transportation network can help create a sustainable development pattern that contributes to the community's prosperity, enhances transportation efficiency by minimizing vehicle trips and contributes to a healthier environment by reducing air pollution and greenhouse gas emissions.

The Transportation Element of a local government's comprehensive plan should contain policies that will create a well-connected multi-modal transportation network; support increased residential densities and commercial intensity; help walking become more practical for short trips; support bicycling for both short- and long-distance trips; improve transit to serve frequented destinations; conserve energy resources; reduce greenhouse gas emissions and air pollution; while maintaining vehicular access and circulation. Key multimodal transportation strategies can include the following:

- Create an interconnecting grid network of streets, connectors, arterials and sidewalks that provide a complete and accessible transportation network;
- Establish land use patterns that support a mixture of residential, commercial and retail uses, and dense populations and urban intensities, so that transit service may be provided more efficiently and economically;
- Increase the viability of pedestrian and bicycle travel;
- Integrate land use and transportation planning to create communities that provide transportation choice; and,
- Accommodate the flow of freight throughout the state so that the economy can continue to grow.

Other multimodal transportation planning efforts, such as transit-oriented developments, defined in section 163.3164(46), Florida Statutes, are being developed and planned by the Cities of Boca Raton, Clearwater, Gainesville, Jacksonville, Miami, Tampa and West Palm Beach, and in Broward, Miami-Dade, Palm Beach and Pinellas Counties and other locations. Below are a several examples of successful multimodal transportation planning efforts in Florida:

- **Alachua County, Department of Growth Management, Transportation Planning** - Alachua County's Mobility Plan includes transit-oriented development and multimodal transportation planning as one of several methods being implemented to provide mobility options.
- **City of Gainesville Comprehensive Planning** - The City of Gainesville comprehensive plan includes six mixed-use categories and eight Special Area Plans based on Traditional Neighborhood Development standards and an established Urban Infill and Redevelopment Area.

Complete Streets

Complete Streets is a transportation strategy to develop an integrated, connected networks of streets that are safe and accessible for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. According to Smart Growth America and the National Complete Streets Coalition, *Complete Streets* make active transportation such as walking and bicycling convenient, provide increased access to employment centers, commerce, and educational institutions, and allow greater choice in travel.

In Florida, complete streets are *context-sensitive*. For example, a street considered complete for use within a dense urban area would look and function very differently from one located in a rural area, and a complete suburban street would look and function differently from both the urban and rural complete streets. One way to think about what elements are necessary to create a complete street is to determine its context within the community and based upon that context, match the design and operation of that street with the direction and guidance provided in the local government's comprehensive plan.

As an example, some communities use an Urban-Rural Transect (or simply *Transect*) to assign portions of their community into approximately five or six "context zones" based on the degree of development intensity desired and geographic location, ranging from very low intensity rural context zones to more intense urban context zones. For each context zone, the community establishes a context in terms of appropriate public facility design, urban design, general spatial form, and appropriate street types.

This approach allows the local government to determine, in its comprehensive plan or other public planning document, which portions of the community fit within which context zone, and to provide guidance within the comprehensive plan as to what mobility functions (such as walking, biking, transit use) are most important in that context zone, and what design features and operational characteristics are appropriate for streets in that location.

Several examples of communities have initiated complete streets planning in Florida. Here are a few excellent examples:

- Model Design Manual for Living Streets - Los Angeles County, 2011
- Deerfield Beach Complete Street Guidelines
- Ft. Lauderdale Complete Streets

Transportation Concurrency

In accordance with the Community Planning Act, local governments may establish a system that assesses landowners the costs of maintaining specified levels of service for components of the local government's transportation system when the projected impacts of their development would adversely impact the system. This system, known as a concurrency management system, must be based on the local government's comprehensive plan. Specifically, the local government comprehensive plan must provide the principles, guidelines, standards, and strategies, including adopted levels of service, to guide the application of its transportation concurrency management system.

Prior to June 2, 2011, transportation concurrency was mandatory for local governments. Now that transportation concurrency is optional, if a local government chooses, it may eliminate the transportation concurrency provisions from its comprehensive plan and is encouraged to adopt a mobility fee based plan in its place (see below). Adoption of a mobility fee based plan must be accomplished by a plan amendment that follows the Expedited State Review Process. A plan amendment to eliminate transportation concurrency is not subject to state review.

It is important to point out that whether or not a local government chooses to use a transportation concurrency system, it is required to retain level of service standards for its roadways for purposes of capital improvement planning. The standards must be appropriate and based on professionally accepted studies, and the capital improvements that are necessary to meet the adopted levels of service standards must be included in the five-year schedule of capital improvements. Additionally, all local governments, whether implementing transportation concurrency or not, must adhere to the transportation planning requirements of section 163.3177(6)(b), Florida Statutes.

Mobility Fee Based Plans

If a local government elects to repeal transportation concurrency, it is encouraged to adopt an alternative mobility funding system that uses one or more of the tools and techniques identified in section 163.3180(5)(f), Florida Statutes:

- Adoption of long-term strategies to facilitate development patterns that support multimodal solutions, including urban design, appropriate land use mixes, intensity and density.
- Adoption of an area wide level of service not dependent on any single road segment function.
- Exempting or discounting impacts of locally desired development.
- Assigning secondary priority to vehicle mobility and primary priority to ensuring a safe, comfortable, and attractive pedestrian environment with convenient interconnection to transit.
- Establishing multimodal level of service standards that rely primarily on non-vehicular modes of transportation where existing or planned community design will provide adequate a level of mobility.
- Reducing impact fees or local access fees to promote development within urban areas, multimodal transportation districts, and a balance of mixed-use development in certain areas or districts, or for affordable or workforce housing.

Requirements for Transportation Concurrency

If a local government elects to use transportation concurrency, it must adhere to the following concurrency requirements in section 163.3180(5), Florida Statutes:

- Include principles, guidelines, standards, and strategies, including adopted levels of service, to guide the application of concurrency to transportation.
- Use professionally accepted studies to evaluate the appropriate levels of service.
- Adopt appropriate amendments to the capital improvements element of the comprehensive plan consistent with the requirements of section 163.3177(3), Florida Statutes.
- Allow for proportionate share contributions to mitigate transportation impacts for all developments, including developments of regional impact (DRIs), consistent with section 163.3180(5)(h), Florida Statutes.
- Consult with the Florida Department of Transportation when proposed amendments affect the Strategic Intermodal System.
- Exempt public transit facilities from concurrency.

In addition, local governments are encouraged to develop tools and techniques to complement the application of transportation concurrency consistent with section 163.3180(5)(f), Florida Statutes, and to coordinate with adjacent local governments for the purpose of using common methodologies for measuring impacts to transportation facilities.

Links

- Florida Department of Transportation - Florida Transportation Plan
- Model Regulations and Plan Amendments for Multimodal Transportation Districts
- Florida Metropolitan Planning Organizations
- Florida Department of Transportation - Forecasting and Trends Office
- Florida Scenic Highways
- Transportation Site Impact Handbook
- Florida Transit-Oriented Development
- A / Framework for Transit Oriented Development in Florida, published March 2011
- Florida Department of Transportation - Pedestrian and Bicycle Design
- Florida Department of Transportation, Public Transit Office
- Florida Safe Mobility for Life Coalition
- Florida Safe Mobility for Life Coalition's Aging in Place Checklist
- The Florida Greenbook
- Pasco County Mobility Fees

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https://www.floridajobs.org/community-planning-and-development/programs/community-planning-table-of-contents/transportation-planning

APPENDIX B

Laws of Florida HB 479
(Chapter 2024 – 266)

CHAPTER 2024-266

Committee Substitute for House Bill No. 479

An act relating to alternative mobility funding systems and impact fees; amending s. 163.3164, F.S.; providing definitions; amending s. 163.3180, F.S.; revising requirements relating to agreements to pay for or construct certain improvements; authorizing certain local governments to adopt an alternative transportation system that is mobility-plan and fee-based in certain circumstances; prohibiting an alternative transportation system from imposing responsibility for funding an existing transportation deficiency upon new development; requiring counties and municipalities to create and execute interlocal agreements if a developer is charged a fee for transportation impacts for a new development or redevelopment; providing requirements for such agreements; providing requirements for when such interlocal agreements are not executed by a specified date; authorizing a local government that issues the building permit to collect a fee for transportation impacts under certain circumstances unless otherwise agreed; amending s. 163.31801, F.S.; revising requirements for the calculation of impact fees by certain local governments and special districts; requiring local governments transitioning to alternative transportation systems to provide holders of impact fee credits with full benefit of intensity and density of prepaid credit balances as of a specified date in certain circumstances; amending s. 212.055, F.S.; conforming a cross-reference; providing an effective date.

Be It Enacted by the Legislature of the State of Florida:

Section 1. Subsections (32) through (52) of section 163.3164, Florida Statutes, are renumbered as subsections (34) through (54), respectively, and new subsections (32) and (33) are added to that section, to read:

163.3164 Community Planning Act; definitions.—As used in this act:

(32) "Mobility fee" means a local government fee schedule established by ordinance and based on the projects included in the local government's adopted mobility plan.

(33) "Mobility plan" means an alternative transportation system mobility study developed by using a plan-based methodology and adopted into a local government comprehensive plan that promotes a compact, mixed use, and interconnected development served by a multimodal transportation system in an area that is urban in character, or designated to be urban in character, as defined in s. 171.031.

Section 2. Paragraphs (h) and (i) of subsection (5) of section 163.3180, Florida Statutes, are amended, and paragraph (j) is added to that subsection, to read:

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163.3180 Concurrency.—

(5)

(h)1. Local governments that continue to implement a transportation concurrency system, whether in the form adopted into the comprehensive plan before the effective date of the Community Planning Act, chapter 2011-139, Laws of Florida, or as subsequently modified, must:

a. Consult with the Department of Transportation when proposed plan amendments affect facilities on the strategic intermodal system.

b. Exempt public transit facilities from concurrency. For the purposes of this sub-subparagraph, public transit facilities include transit stations and terminals; transit station parking; park-and-ride lots; intermodal public transit connection or transfer facilities; fixed bus, guideway, and rail stations; and airport passenger terminals and concourses, air cargo facilities, and hangars for the assembly, manufacture, maintenance, or storage of aircraft. As used in this sub-subparagraph, the terms "terminals" and "transit facilities" do not include seaports or commercial or residential development constructed in conjunction with a public transit facility.

c. Allow an applicant for a development-of-regional-impact development order, development agreement, rezoning, or other land use development permit to satisfy the transportation concurrency requirements of the local comprehensive plan, the local government's concurrency management system, and s. 380.06, when applicable, if:

(I) The applicant in good faith offers to enter into a binding agreement to pay for or construct its proportionate share of required improvements in a manner consistent with this subsection. The agreement must provide that after an applicant makes its contribution or constructs its proportionate share pursuant to this sub-sub-subparagraph, the project shall be considered to have mitigated its transportation impacts and be allowed to proceed if the applicant has satisfied all other local government development requirements for the project.

(II) The proportionate-share contribution or construction is sufficient to accomplish one or more mobility improvements that will benefit a regionally significant transportation facility. A local government may accept contributions from multiple applicants for a planned improvement if it maintains contributions in a separate account designated for that purpose. A local government may not prevent a single applicant from proceeding after the applicant has satisfied its proportionate-share requirement if the applicant has satisfied all other local government development requirements for the project.

d. Provide the basis upon which the landowners will be assessed a proportionate share of the cost addressing the transportation impacts resulting from a proposed development.

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2. An applicant shall not be held responsible for the additional cost of reducing or eliminating deficiencies. When an applicant contributes or constructs its proportionate share pursuant to this paragraph, a local government may not require payment or construction of transportation facilities whose costs would be greater than a development's proportionate share of the improvements necessary to mitigate the development's impacts.

a. The proportionate-share contribution shall be calculated based upon the number of trips from the proposed development expected to reach roadways during the peak hour from the stage or phase being approved, divided by the change in the peak hour maximum service volume of roadways resulting from construction of an improvement necessary to maintain or achieve the adopted level of service, multiplied by the construction cost, at the time of development payment, of the improvement necessary to maintain or achieve the adopted level of service.

b. In using the proportionate-share formula provided in this subparagraph, the applicant, in its traffic analysis, shall identify those roads or facilities that have a transportation deficiency in accordance with the transportation deficiency as defined in subparagraph 4. The proportionate-share formula provided in this subparagraph shall be applied only to those facilities that are determined to be significantly impacted by the project traffic under review. If any road is determined to be transportation deficient without the project traffic under review, the costs of correcting that deficiency shall be removed from the project's proportionate-share calculation and the necessary transportation improvements to correct that deficiency shall be considered to be in place for purposes of the proportionate-share calculation. The improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for the facility. The development's proportionate share shall be calculated only for the needed transportation improvements that are greater than the identified deficiency.

c. When the provisions of subparagraph 1. and this subparagraph have been satisfied for a particular stage or phase of development, all transportation impacts from that stage or phase for which mitigation was required and provided shall be deemed fully mitigated in any transportation analysis for a subsequent stage or phase of development. Trips from a previous stage or phase that did not result in impacts for which mitigation was required or provided may be cumulatively analyzed with trips from a subsequent stage or phase to determine whether an impact requires mitigation for the subsequent stage or phase.

d. In projecting the number of trips to be generated by the development under review, any trips assigned to a toll-financed facility shall be eliminated from the analysis.

e. The applicant shall receive a credit on a dollar-for-dollar basis for impact fees, mobility fees, and other transportation concurrency mitigation requirements paid or payable in the future for the project. The credit shall be

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reduced up to 20 percent by the percentage share that the project's traffic represents of the added capacity of the selected improvement, or by the amount specified by local ordinance, whichever yields the greater credit.

3. This subsection does not require a local government to approve a development that, for reasons other than transportation impacts, is not qualified for approval pursuant to the applicable local comprehensive plan and land development regulations.

4. As used in this subsection, the term "transportation deficiency" means a facility or facilities on which the adopted level-of-service standard is exceeded by the existing, committed, and vested trips, plus additional projected background trips from any source other than the development project under review, and trips that are forecast by established traffic standards, including traffic modeling, consistent with the University of Florida's Bureau of Economic and Business Research medium population projections. Additional projected background trips are to be coincident with the particular stage or phase of development under review.

(i) If a local government elects to repeal transportation concurrency, the local government may ~~it is encouraged to~~ adopt an alternative transportation system that is mobility-plan and fee-based or an alternative transportation system that is not mobility-plan and fee-based. The local government ~~mobility funding system that uses one or more of the tools and techniques identified in paragraph (f). Any alternative mobility funding system adopted~~ may not use an alternative transportation system ~~be used~~ to deny, time, or phase an application for site plan approval, plat approval, final subdivision approval, building permits, or the functional equivalent of such approvals provided that the developer agrees to pay for the development's identified transportation impacts via the funding mechanism implemented by the local government. The revenue from the funding mechanism used in the alternative transportation system must be used to implement the needs of the local government's plan which serves as the basis for the fee imposed. An alternative transportation ~~A mobility fee-based funding~~ system must comply with s. 163.31801 governing impact fees. An alternative transportation system may not impose ~~that is not mobility fee-based shall not be applied in a manner that imposes~~ upon new development any responsibility for funding an existing transportation deficiency as defined in paragraph (h).

(j)1. If a county and municipality charge the developer of a new development or redevelopment a fee for transportation capacity impacts, the county and municipality must create and execute an interlocal agreement to coordinate the mitigation of their respective transportation capacity impacts.

2. The interlocal agreement must, at a minimum:

a. Ensure that any new development or redevelopment is not charged twice for the same transportation capacity impacts.

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b. Establish a plan-based methodology for determining the legally permissible fee to be charged to a new development or redevelopment.

c. Require the county or municipality issuing the building permit to collect the fee, unless agreed to otherwise.

d. Provide a method for the proportionate distribution of the revenue collected by the county or municipality to address the transportation capacity impacts of a new development or redevelopment, or provide a method of assigning responsibility for the mitigation of the transportation capacity impacts belonging to the county and the municipality.

3. By October 1, 2025, if an interlocal agreement is not executed pursuant to this paragraph:

a. The fee charged to a new development or redevelopment shall be based on the transportation capacity impacts apportioned to the county and municipality as identified in the developer's traffic impact study or the mobility plan adopted by the county or municipality.

b. The developer shall receive a 10 percent reduction in the total fee calculated pursuant to sub-subparagraph a.

c. The county or municipality issuing the building permit must collect the fee charged pursuant to sub-subparagraphs a. and b. and distribute the proceeds of such fee to the county and municipality within 60 days after the developer's payment.

4. This paragraph does not apply to:

a. A county as defined in s. 125.011(1).

b. A county or municipality that has entered into, or otherwise updated, an existing interlocal agreement, as of October 1, 2024, to coordinate the mitigation of transportation impacts. However, if such existing interlocal agreement is terminated, the affected county and municipality that have entered into the agreement shall be subject to the requirements of this paragraph unless the county and municipality mutually agree to extend the existing interlocal agreement before the expiration of the agreement.

Section 3. Paragraph (a) of subsection (4), paragraph (a) of subsection (5), and subsection (7) of section 163.31801, Florida Statutes, are amended to read:

163.31801 Impact fees; short title; intent; minimum requirements; audits; challenges.—

(4) At a minimum, each local government that adopts and collects an impact fee by ordinance and each special district that adopts, collects, and administers an impact fee by resolution must:

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(a) Ensure that the calculation of the impact fee is based on a study using the most recent and localized data available within 4 years of the current impact fee update. The new study must be adopted by the local government within 12 months of the initiation of the new impact fee study if the local government increases the impact fee.

(5)(a) Notwithstanding any charter provision, comprehensive plan policy, ordinance, development order, development permit, or resolution, the local government or special district that requires any improvement or contribution must credit against the collection of the impact fee any contribution, whether identified in a development order, proportionate share agreement, or any ~~other~~ form of exaction, related to public facilities or infrastructure, including monetary contributions, land dedication, site planning and design, or construction. Any contribution must be applied on a dollar-for-dollar basis at fair market value to reduce any impact fee collected for the general category or class of public facilities or infrastructure for which the contribution was made.

(7) If an impact fee is increased, the holder of any impact fee credits, whether such credits are granted under s. 163.3180, s. 380.06, or otherwise, which were in existence before the increase, is entitled to the full benefit of the intensity or density prepaid by the credit balance as of the date it was first established. If a local government adopts an alternative transportation system pursuant to s. 163.3180(5)(i), the holder of any transportation or road impact fee credits granted under s. 163.3180 or s. 380.06 or otherwise that were in existence before the adoption of the alternative transportation system is entitled to the full benefit of the intensity and density prepaid by the credit balance as of the date the alternative transportation system was first established.

Section 4. Paragraph (d) of subsection (2) of section 212.055, Florida Statutes, is amended to read:

212.055 Discretionary sales surtaxes; legislative intent; authorization and use of proceeds.—It is the legislative intent that any authorization for imposition of a discretionary sales surtax shall be published in the Florida Statutes as a subsection of this section, irrespective of the duration of the levy. Each enactment shall specify the types of counties authorized to levy; the rate or rates which may be imposed; the maximum length of time the surtax may be imposed, if any; the procedure which must be followed to secure voter approval, if required; the purpose for which the proceeds may be expended; and such other requirements as the Legislature may provide. Taxable transactions and administrative procedures shall be as provided in s. 212.054.

(2) LOCAL GOVERNMENT INFRASTRUCTURE SURTAX.—

(d) The proceeds of the surtax authorized by this subsection and any accrued interest shall be expended by the school district, within the county and municipalities within the county, or, in the case of a negotiated joint

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county agreement, within another county, to finance, plan, and construct infrastructure; to acquire any interest in land for public recreation, conservation, or protection of natural resources or to prevent or satisfy private property rights claims resulting from limitations imposed by the designation of an area of critical state concern; to provide loans, grants, or rebates to residential or commercial property owners who make energy efficiency improvements to their residential or commercial property, if a local government ordinance authorizing such use is approved by referendum; or to finance the closure of county-owned or municipally owned solid waste landfills that have been closed or are required to be closed by order of the Department of Environmental Protection. Any use of the proceeds or interest for purposes of landfill closure before July 1, 1993, is ratified. The proceeds and any interest may not be used for the operational expenses of infrastructure, except that a county that has a population of fewer than 75,000 and that is required to close a landfill may use the proceeds or interest for long-term maintenance costs associated with landfill closure. Counties, as defined in s. 125.011, and charter counties may, in addition, use the proceeds or interest to retire or service indebtedness incurred for bonds issued before July 1, 1987, for infrastructure purposes, and for bonds subsequently issued to refund such bonds. Any use of the proceeds or interest for purposes of retiring or servicing indebtedness incurred for refunding bonds before July 1, 1999, is ratified.

1. For the purposes of this paragraph, the term "infrastructure" means:

a. Any fixed capital expenditure or fixed capital outlay associated with the construction, reconstruction, or improvement of public facilities that have a life expectancy of 5 or more years, any related land acquisition, land improvement, design, and engineering costs, and all other professional and related costs required to bring the public facilities into service. For purposes of this sub-subparagraph, the term "public facilities" means facilities as defined in s. 163.3164(41) ~~s. 163.3164(39)~~, s. 163.3221(13), or s. 189.012(5), and includes facilities that are necessary to carry out governmental purposes, including, but not limited to, fire stations, general governmental office buildings, and animal shelters, regardless of whether the facilities are owned by the local taxing authority or another governmental entity.

b. A fire department vehicle, an emergency medical service vehicle, a sheriff's office vehicle, a police department vehicle, or any other vehicle, and the equipment necessary to outfit the vehicle for its official use or equipment that has a life expectancy of at least 5 years.

c. Any expenditure for the construction, lease, or maintenance of, or provision of utilities or security for, facilities, as defined in s. 29.008.

d. Any fixed capital expenditure or fixed capital outlay associated with the improvement of private facilities that have a life expectancy of 5 or more years and that the owner agrees to make available for use on a temporary basis as needed by a local government as a public emergency shelter or a staging area for emergency response equipment during an emergency

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officially declared by the state or by the local government under s. 252.38. Such improvements are limited to those necessary to comply with current standards for public emergency evacuation shelters. The owner must enter into a written contract with the local government providing the improvement funding to make the private facility available to the public for purposes of emergency shelter at no cost to the local government for a minimum of 10 years after completion of the improvement, with the provision that the obligation will transfer to any subsequent owner until the end of the minimum period.

e. Any land acquisition expenditure for a residential housing project in which at least 30 percent of the units are affordable to individuals or families whose total annual household income does not exceed 120 percent of the area median income adjusted for household size, if the land is owned by a local government or by a special district that enters into a written agreement with the local government to provide such housing. The local government or special district may enter into a ground lease with a public or private person or entity for nominal or other consideration for the construction of the residential housing project on land acquired pursuant to this sub-subparagraph.

f. Instructional technology used solely in a school district's classrooms. As used in this sub-subparagraph, the term "instructional technology" means an interactive device that assists a teacher in instructing a class or a group of students and includes the necessary hardware and software to operate the interactive device. The term also includes support systems in which an interactive device may mount and is not required to be affixed to the facilities.

2. For the purposes of this paragraph, the term "energy efficiency improvement" means any energy conservation and efficiency improvement that reduces consumption through conservation or a more efficient use of electricity, natural gas, propane, or other forms of energy on the property, including, but not limited to, air sealing; installation of insulation; installation of energy-efficient heating, cooling, or ventilation systems; installation of solar panels; building modifications to increase the use of daylight or shade; replacement of windows; installation of energy controls or energy recovery systems; installation of electric vehicle charging equipment; installation of systems for natural gas fuel as defined in s. 206.9951; and installation of efficient lighting equipment.

3. Notwithstanding any other provision of this subsection, a local government infrastructure surtax imposed or extended after July 1, 1998, may allocate up to 15 percent of the surtax proceeds for deposit into a trust fund within the county's accounts created for the purpose of funding economic development projects having a general public purpose of improving local economies, including the funding of operational costs and incentives related to economic development. The ballot statement must indicate the intention to make an allocation under the authority of this subparagraph.

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Section 5. This act shall take effect October 1, 2024.

Approved by the Governor June 25, 2024.

Filed in Office Secretary of State June 25, 2024.

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APPENDIX C

Impact Fee Act
(Florida Statute Section 163.31801)

Title XI COUNTY ORGANIZATION AND INTERGOVERNMENTAL RELATIONS

Chapter 163 INTERGOVERNMENTAL PROGRAMS

SECTION 31801 Impact fees; short title; intent; minimum requirements; audits; challenges.

163.31801 Impact fees; short title; intent; minimum requirements; audits; challenges.—

(1) This section may be cited as the “Florida Impact Fee Act.”

(2) The Legislature finds that impact fees are an important source of revenue for a local government to use in funding the infrastructure necessitated by new growth. The Legislature further finds that impact fees are an outgrowth of the home rule power of a local government to provide certain services within its jurisdiction. Due to the growth of impact fee collections and local governments’ reliance on impact fees, it is the intent of the Legislature to ensure that, when a county or municipality adopts an impact fee by ordinance or a special district adopts an impact fee by resolution, the governing authority complies with this section.

(3) For purposes of this section, the term:

(a) “Infrastructure” means a fixed capital expenditure or fixed capital outlay, excluding the cost of repairs or maintenance, associated with the construction, reconstruction, or improvement of public facilities that have a life expectancy of at least 5 years; related land acquisition, land improvement, design, engineering, and permitting costs; and other related construction costs required to bring the public facility into service. The term also includes a fire department vehicle, an emergency medical service vehicle, a sheriff’s office vehicle, a police department vehicle, a school bus as defined in s. 1006.25, and the equipment necessary to outfit the vehicle or bus for its official use. For independent special fire control districts, the term includes new facilities as defined in s. 191.009(4).

(b) “Public facilities” has the same meaning as in s. 163.3164 and includes emergency medical, fire, and law enforcement facilities.

(4) At a minimum, each local government that adopts and collects an impact fee by ordinance and each special district that adopts, collects, and administers an impact fee by resolution must:

(a) Ensure that the calculation of the impact fee is based on a study using the most recent and localized data available within 4 years of the current impact fee update. The new study must be adopted by the local government within 12 months of the initiation of the new impact fee study if the local government increases the impact fee.

(b) Provide for accounting and reporting of impact fee collections and expenditures and account for the revenues and expenditures of such impact fee in a separate accounting fund.

(c) Limit administrative charges for the collection of impact fees to actual costs.

(d) Provide notice at least 90 days before the effective date of an ordinance or resolution imposing a new or increased impact fee. A local government is not required to wait 90 days to decrease, suspend, or eliminate an impact fee. Unless the result is to reduce the total mitigation costs or impact fees imposed on an applicant, new or increased impact fees may not apply to current or pending permit applications submitted before the effective date of a new or increased impact fee.

(e) Ensure that collection of the impact fee may not be required to occur earlier than the date of issuance of the building permit for the property that is subject to the fee.

(f) Ensure that the impact fee is proportional and reasonably connected to, or has a rational nexus with, the need for additional capital facilities and the increased impact generated by the new residential or commercial construction.

(g) Ensure that the impact fee is proportional and reasonably connected to, or has a rational nexus with, the expenditures of the funds collected and the benefits accruing to the new residential or nonresidential construction.

(h) Specifically earmark funds collected under the impact fee for use in acquiring, constructing, or improving capital facilities to benefit new users.

(i) Ensure that revenues generated by the impact fee are not used, in whole or in part, to pay existing debt or for previously approved projects unless the expenditure is reasonably connected to, or has a rational nexus with, the increased impact generated by the new residential or nonresidential construction.

(5)(a) Notwithstanding any charter provision, comprehensive plan policy, ordinance, development order, development permit, or resolution, the local government or special district that requires any improvement or contribution must credit against the collection of the impact fee any contribution, whether identified in a development order, proportionate share agreement, or any form of exaction related to public facilities or infrastructure, including monetary contributions, land dedication, site planning and design, or construction. Any contribution must be applied on a dollar-for-dollar basis at fair market value to reduce any impact fee collected for the general category or class of public facilities or infrastructure for which the contribution was made.

(b) If a local government or special district does not charge and collect an impact fee for the general category or class of public facilities or infrastructure contributed, a credit may not be applied under paragraph (a).

(6) A local government, school district, or special district may increase an impact fee only as provided in this subsection.

(a) An impact fee may be increased only pursuant to a plan for the imposition, collection, and use of the increased impact fees which complies with this section.

(b) An increase to a current impact fee rate of not more than 25 percent of the current rate must be implemented in two equal annual increments beginning with the date on which the increased fee is adopted.

(c) An increase to a current impact fee rate which exceeds 25 percent but is not more than 50 percent of the current rate must be implemented in four equal installments beginning with the date the increased fee is adopted.

(d) An impact fee increase may not exceed 50 percent of the current impact fee rate.

(e) An impact fee may not be increased more than once every 4 years.

(f) An impact fee may not be increased retroactively for a previous or current fiscal or calendar year.

(g) A local government, school district, or special district may increase an impact fee rate beyond the phase-in limitations established under paragraph (b), paragraph (c), paragraph (d), or paragraph (e) by establishing the need for such increase in full compliance with the requirements of subsection (4), provided the following criteria are met:

1. A demonstrated-need study justifying any increase in excess of those authorized in paragraph (b), paragraph (c), paragraph (d), or paragraph (e) has been completed within the 12 months before the adoption of the impact fee increase and expressly demonstrates the extraordinary circumstances necessitating the need to exceed the phase-in limitations.

2. The local government jurisdiction has held not less than two publicly noticed workshops dedicated to the extraordinary circumstances necessitating the need to exceed the phase-in limitations set forth in paragraph (b), paragraph (c), paragraph (d), or paragraph (e).

3. The impact fee increase ordinance is approved by at least a two-thirds vote of the governing body.

(h) This subsection operates retroactively to January 1, 2021.

(7) If an impact fee is increased, the holder of any impact fee credits, whether such credits are granted under s. 163.3180, s. 380.06, or otherwise, which were in existence before the increase, is entitled to the full benefit of the intensity or density prepaid by the credit balance as of the date it was first established. If a local government adopts an alternative transportation system pursuant to s. 163.3180(5)(i), the holder of any transportation or road impact fee credits granted under s. 163.3180 or s. 380.06 or otherwise that were in existence before the adoption of the alternative transportation system is entitled to the full benefit of the intensity and density prepaid by the credit balance as of the date the alternative transportation system was first established.

(8) A local government, school district, or special district must submit with its annual financial report required under s. 218.32 or its financial audit report required under s. 218.39 a separate affidavit signed by its chief financial officer or, if there is no chief financial officer, its executive officer attesting, to the best of his or her knowledge, that all impact fees were collected and expended by the local government, school district, or special district, or were collected and expended on its behalf, in full compliance with the spending period provision in the local ordinance or resolution, and that funds expended from each impact fee account were used only to acquire, construct, or improve specific infrastructure needs.

(9) In any action challenging an impact fee or the government’s failure to provide required dollar-for-dollar credits for the payment of impact fees as provided in s. 163.3180(6)(h)2.b., the government has the burden of proving by a preponderance of the evidence that the imposition or amount of the fee or credit meets the requirements of state legal precedent and this section. The court may not use a deferential standard for the benefit of the government.

(10) Impact fee credits are assignable and transferable at any time after establishment from one development or parcel to any other that is within the same impact fee zone or impact fee district or that is within an adjoining impact fee zone or impact fee district within the same local government jurisdiction and which receives benefits from the improvement or contribution that generated the credits. This subsection applies to all impact fee credits regardless of whether the credits were established before or after June 4, 2021.

(11) A county, municipality, or special district may provide an exception or waiver for an impact fee for the development or construction of housing that is affordable, as defined in s. 420.9071. If a county, municipality, or special district provides such an exception or waiver, it is not required to use any revenues to offset the impact.

(12) This section does not apply to water and sewer connection fees.

(13) In addition to the items that must be reported in the annual financial reports under s. 218.32, a local government, school district, or special district must report all of the following information on all impact fees charged:

(a) The specific purpose of the impact fee, including the specific infrastructure needs to be met, including, but not limited to, transportation, parks, water, sewer, and schools.

(b) The impact fee schedule policy describing the method of calculating impact fees, such as flat fees, tiered scales based on number of bedrooms, or tiered scales based on square footage.

(c) The amount assessed for each purpose and for each type of dwelling.

(d) The total amount of impact fees charged by type of dwelling.

(e) Each exception and waiver provided for construction or development of housing that is affordable.

History.—s. 9, ch. 2006-218; s. 1, ch. 2009-49; s. 5, ch. 2009-96; s. 5, ch. 2011-14; s. 1, ch. 2011-149; s. 1, ch. 2019-106; s. 5, ch. 2019-165; s. 5, ch. 2020-27; s. 1, ch. 2020-58; ss. 1, 2, ch. 2021-63; s. 3, ch. 2024-2

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APPENDIX D

Traffic Characteristics Data

APPENDIX D: VILLAGE OF PALM SPRINGS TRAFFIC CHARACTERISTICS DATA (MOBILITY STUDY AREA)

Limits, Classification, Ownership						Roadway Characteristics								Vehicles Miles of Travel & Capacity					
Street Name	From Street	To Street	Functional Classification	Maintaining Entity	FDOT Context Classification	Travel Lanes	Speed Limit	Length (mi)	LOS Standard	AADT	Year of Count	Daily Capacity	Growth Factors (From Model)	2025 DAILY TRAFFIC	2025 VMT	2025 VMC	2045 DAILY TRAFFIC	2045 VMT	2045 VMC
2ND AVE	COCONUT RD S	SR-807/CONGRESS AVE	Urban Minor Collector	Village of Palm Springs	C4	2	35	0.67	D	5,600	2023	15,840	0.90%	5,700	3,750	10,610	6,820	4,570	10,610
2ND AVE	SR-807/CONGRESS AVE	BOUTWELL RD	Urban Major Collector	Village of Palm Springs	C4	2	35	0.88	D	7,700	2023	15,840	0.90%	7,840	6,780	13,940	9,380	8,250	13,940
6TH AVE	SR-807/CONGRESS AVE	LAKE OSBORNE DR	Urban Minor Arterial	Palm Beach County	C3R	4	45	0.75	D	34,000	2023	35,249	0.90%	34,610	25,500	26,440	41,400	31,050	26,440
6TH AVE	LAKE OSBORNE DR	I-95	Urban Minor Arterial	Palm Beach County	C3R	4	45	0.53	D	12,000	2023	35,249	0.90%	12,220	6,360	18,680	14,620	7,750	18,680
10TH AVE	SR-809/MILITARY TRL	KIRK RD	Urban Minor Arterial	Palm Beach County	C3R	5	40	0.5	D	32,000	2023	33,570	0.90%	32,580	16,000	16,790	38,970	19,490	16,790
10TH AVE	KIRD RD	FLORIDA MANGO RD	Urban Minor Arterial	Palm Beach County	C4	5	40	1.49	D	31,000	2023	32,490	0.90%	31,560	46,190	48,410	37,750	56,250	48,410
10TH AVE	FLORIDA MANGO RD	I-95	Urban Minor Arterial	Palm Beach County	C4	5	40	0.77	D	44,000	2023	34,115	0.90%	44,800	33,880	26,270	53,590	41,260	26,270
PURDY LN	SR-809/MILITARY TRL	KIRK RD	Urban Major Collector	Palm Beach County	C4	2	35	0.54	D	10,200	2023	15,840	0.90%	10,380	5,510	8,550	12,420	6,710	8,550
ALEMEDA DR	KIRK RD	SR-807/CONGRESS AVE	Urban Minor Collector	Village of Palm Springs	C3R	2	25	1.01	D	5,400	2023	20,160	0.90%	5,500	5,450	20,360	6,580	6,650	20,360
BOUTWELL RD	SR-802/LAKE WORTH RD	10TH AVE N	Urban Major Collector	Lake Worth Beach	C4	2	35	0.77	D	10,400	2023	15,840	0.90%	10,590	8,010	12,200	12,670	9,760	12,200
CONGRESS AVE	CITY LIMITS	PRINCE DR	Urban Principal Arterial	Palm Beach County	C4	6	45	0.07	D	44,500	2023	56,800	0.90%	45,300	3,120	3,980	54,190	3,790	3,980
CONGRESS AVE	PRINCE DR	MELALEUCA LN	Urban Principal Arterial	Palm Beach County	C4	6	45	0.36	D	42,000	2023	53,676	0.90%	42,760	15,120	19,320	51,150	18,410	19,320
CONGRESS AVE	MELALEUCA LN	SR-802/LAKE WORTH RD	Urban Principal Arterial	Palm Beach County	C4	6	45	0.53	D	45,000	2023	53,676	0.90%	45,810	23,850	28,450	54,800	29,040	28,450
CONGRESS AVE	SR-802/LAKE WORTH RD	REX AVE	Urban Principal Arterial	FDOT	C4	6	40	1.07	D	46,000	2023	56,800	0.90%	46,830	49,220	60,780	56,020	59,940	60,780
CONGRESS AVE	REX AVE	SR-882/FOREST HILL BLVD	Urban Principal Arterial	FDOT	C4	6	40	1.23	D	41,000	2023	56,800	0.90%	41,740	50,430	69,860	49,930	61,410	69,860
CONGRESS AVE	SR-882/FOREST HILL BLVD	SUMMIT BLVD	Urban Principal Arterial	FDOT	C4	6	40	1.06	D	31,500	2023	56,800	0.90%	32,070	33,390	60,210	38,360	40,660	60,210
CONGRESS AVE	SUMMIT BLVD	GUN CLUB RD	Urban Principal Arterial	FDOT	C4	6	40	0.42	D	35,500	2023	56,800	0.90%	36,140	14,910	23,860	43,230	18,160	23,860
CONGRESS AVE	GUN CLUB RD	SR-80/SOUTHERN BLVD	Urban Principal Arterial	FDOT	C4	6	45	0.59	D	35,500	2023	59,640	0.90%	36,140	20,950	35,190	43,230	25,510	35,190
DAVIS RD	MELALEUCA LN	ALEMEDA DR	Urban Minor Collector	Village of Palm Springs	C3R	2	30	2.5	D	4,900	2023	20,160	0.90%	4,990	12,250	50,400	5,970	14,930	50,400
DAVIS RD	SR-882/FOREST HILL BLVD	SUMMIT BLVD	Urban Major Collector	Palm Beach County	C4	2	30	0.92	D	3,700	2023	15,840	0.90%	3,770	3,400	14,570	4,510	4,150	14,570
FLORIDA MANGO RD	10 AVE N	SR-882/FOREST HILL BLVD	Urban Major Collector	Palm Beach County	C4	2	35	1.51	D	5,700	2023	15,840	0.90%	5,800	8,610	23,920	6,940	10,480	23,920
FLORIDA MANGO RD	SR-882/FOREST HILL BLVD	HOMEWOOD RD	Urban Major Collector	Palm Beach County	C4	2	35	1.55	D	6,200	2023	15,840	0.90%	6,310	9,610	24,550	7,550	11,700	24,550
FOREST HILL BLVD	SR-809/MILITARY TRL	SR-807/CONGRESS AVE	Urban Principal Arterial	FDOT	C3R	6	45	1.54	D	46,000	2023	55,100	0.90%	46,830	70,840	84,850	56,020	86,270	84,850
FOREST HILL BLVD	SR-807/CONGRESS AVE	I-95	Urban Principal Arterial	FDOT	C4	6	35	1.2	D	48,000	2023	56,800	0.90%	48,870	57,600	68,160	58,460	70,150	68,160
GUN CLUB RD	SR-809/MILITARY TRL	KIRK RD	Urban Major Collector	Palm Beach County	C4	5	35	0.51	D	12,700	2023	34,115	0.90%	12,930	6,480	17,400	15,470	7,890	17,400
GUN CLUB RD	KIRK RD	SR-807/CONGRESS AVE	Urban Major Collector	Palm Beach County	C3C	5	40	1.01	D	18,100	2023	32,940	0.90%	18,430	18,280	33,270	22,050	22,270	33,270
I-95	6TH AVE	10TH AVE	Limited Access	Limited Access	Urbanized	10	65	1.32	D	251,000	2023	202,400	0.90%	255,540	331,320	267,170	305,690	403,510	267,170
I-95	10TH AVE	SR-882/FOREST HILL BLVD	Limited Access	Limited Access	Urbanized	10	65	1.91	D	251,000	2023	202,400	0.90%	255,540	479,410	386,580	305,690	583,870	386,580
KIRD RD	MELALEUCA LN	SR-802/LAKEWORTH RD	Urban Major Collector	Palm Beach County	C3R	2	35	0.76	D	8,100	2023	20,160	0.90%	8,250	6,160	15,320	9,870	7,500	15,320
KIRD RD	SR-802/LAKE WORTH RD	10TH AVE	Urban Major Collector	Palm Beach County	C4	2	35	0.76	D	8,700	2023	15,840	0.90%	8,860	6,610	12,040	10,600	8,060	12,040
KIRD RD	10 AVE N	ALEMEDA DR	Urban Major Collector	Palm Beach County	C3R	2	35	1.03	D	12,300	2023	20,160	0.90%	12,520	12,670	20,760	14,980	15,430	20,760
KIRD RD	ALEMEDA DR	SR-882/FOREST HILL BLVD	Urban Major Collector	Palm Beach County	C3R	5	35	0.51	D	18,300	2023	20,160	0.90%	18,630	9,330	10,280	22,290	11,370	10,280
KIRD RD	SR-882/FOREST HILL BLVD	SUMMIT BLVD	Urban Major Collector	Palm Beach County	C3R	2	35	0.77	D	10,500	2023	20,160	0.90%	10,690	8,090	15,520	12,790	9,850	15,520
KIRD RD	SUMMIT BLVD	GUN CLUB RD	Urban Major Collector	Palm Beach County	C3R	2	35	0.75	D	16,600	2023	20,160	0.90%	16,900	12,450	15,120	20,220	15,170	15,120
KIRK RD	GUN CLUB RD	SR-80/SOUTHERN BLVD	Urban Major Collector	Palm Beach County	C3R	5	35	0.27	D	14,500	2023	20,160	0.90%	14,760	3,920	5,440	17,660	4,770	5,440
LAKE OSBORNE DR	6TH AVE	SR-802/LAKE WORTH RD	Urban Minor Collector	Palm Beach County	C4	2	30	1.07	D	7,700	2023	15,840	0.90%	7,840	8,240	16,950	9,380	10,040	16,950
LAKE WORTH RD	SR-809/MILITARY TRL	KIRK RD	Urban Principal Arterial	FDOT	C4	6	40	0.5	D	42,000	2023	56,800	0.90%	42,760	21,000	28,400	51,150	25,580	28,400
LAKE WORTH RD	KIRK RD	SR-807/CONGRESS AVE	Urban Principal Arterial	FDOT	C4	6	40	1.01	D	44,500	2023	56,800	0.90%	45,300	44,950	57,370	54,190	54,730	57,370
LAKE WORTH RD	SR-807/CONGRESS AVE	I-95	Urban Minor Arterial	FDOT	C4	4	40	1.28	D	32,000	2023	37,905	0.90%	32,580	40,960	48,520	38,970	49,880	48,520
LAKEWOOD RD	SR-809/MILITARY TRL	DAVIS RD	Urban Minor Collector	Village of Palm Springs	C4	2	30	1.01	D	4,100	2023	51,120	0.90%	4,170	4,140	51,630	4,990	5,040	51,630
MELALEUCA LN	SR-809/MILITARY TRL	DAVIS RD	Urban Minor Arterial	Palm Beach County	C3R	5	45	1.01	D	27,500	2023	33,570	0.90%	28,000	27,780	33,910	33,500	33,840	33,910
MELALEUCA LN	DAVIS RD	SR-807/CONGRESS AVE	Urban Minor Arterial	Palm Beach County	C3R	6	45	0.59	D	30,000	2023	52,070	0.90%	30,540	17,700	30,720	36,530	21,550	30,720
MILITARY TRL	MELALEUCA LN	SR-802/LAKE WORTH RD	Urban Principal Arterial	Palm Beach County	C4	6	45	0.78	D	38,000	2023	32,490	0.90%	38,690	29,640	25,340	46,280	36,100	25,340
MILITARY TRL	SR-802/LAKE WORTH RD	10TH AVE	Urban Principal Arterial	FDOT	C4	6	40	0.76	D	40,000	2023	36,100	0.90%	40,720	30,400	27,440	48,710	37,020	27,440
MILITARY TRL	10TH AVE	SR-882/FOREST HILL BLVD	Urban Principal Arterial	FDOT	C4	6	40	1.52	D	42,500	2023	36,100	0.90%	43,270	64,600	54,870	51,760	78,680	54,870
MILITARY TRL	SR-882/FOREST HILL	SR-80/SOUTHERN BLVD	Urban Principal Arterial	FDOT	C4	6	40	1.8	D	46,000	2023	37,905	0.90%	46,830	82,800	68,230	56,020	100,840	68,230
PARK LN / GREENBRIER DR	SR-809/MILITARY TRL	CONGRESS AVE	Urban Minor Collector	Village of Palm Springs	C3R	2	30	1.54	D	5,700	2023	20,160	0.90%	5,800	8,780	31,050	6,940	10,690	31,050
SOUTHERN BLVD	SR-809/MILITARY TRL	KIRK RD	Urban Principal Arterial	FDOT	C3R	6	40	0.49	D	72,000	2023	39,165	0.90%	73,300	35,280	19,190	87,690	42,970	19,190
SOUTHERN BLVD	KIRK RD	GEM LAKE DR	Urban Principal Arterial	FDOT	SDC3C	8	50	1.77	D	78,500	2023	67,410	0.90%	79,920	138,950	119,320	95,600	169,210	119,320
SOUTHERN BLVD	GEM LAKE DR	I-95	Urban Principal Arterial	FDOT	C3C	8	45	0.35	D	76,500	2023	67,410	0.90%	77,880	26,780	23,590	93,160	32,610	23,590
SUMMIT BLVD	SR-809/MILITARY TRL	KIRK RD	Urban Major Collector	Palm Beach County	C3R	5	45	0.5	D	21,500	2023	35,249	0.90%	21,890	10,750	17,620	26,190	13,100	17,620
SUMMIT BLVD	KIRK RD	DAVIS RD	Urban Major Collector	Palm Beach County	C3C	5	45	0.55	D	19,500	2023	32,940	0.90%	19,850	10,730	18,120	23,750	13,060	18,120
SUMMIT BLVD	DAVIS RD	SR-807/CONGRESS AVE	Urban Major Collector	Palm Beach County	C3C	5	45	0.54	D	18,900	2023	32,940	0.90%	19,240	10,210	17,790	23,020	12,430	17,790
SUMMIT BLVD	SR-807/CONGRESS AVE	FLORIDA MANGO RD	Urban Major Collector	Palm Beach County	C4	5	40	0.51	D	12,200	2023	32,490	0.90%	12,420	6,220	16,570	14,860	7,580	16,570
SUMMIT BLVD	FLORIDA MANGO RD	I-95	Urban Major Collector	Palm Beach County	C4	5	40	0.55	D	12,900	2023	32,490	0.90%	13,130	7,100	17,870	15,710	8,640	17,870

Source: Traffic data provided by Florida Department of Transportation. LOS Standards based on Village of Palm Springs, Lake Worth Beach, and Palm Beach County adopted Comprehensive Plans. Daily Capacity based on FDOT Generalized Service Tables . Growth factors based on FDOT District 4 Southeast Florida Regional Planning Model. VMT is length x AADT. VMC is length x Daily Capacity. 2045 AADT and VMT derived by applying growth rates.

APPENDIX E

2022 National Household Travel Survey Data

APPENDIX E: NATIONAL HOUSEHOLD TRAVEL SURVEY (NHTS)									
TRIP PURPOSE	PERSON TRIPS (PT)	PERSON TRIP FACTOR (PTf)	PERSON MILES OF TRAVEL (PMT)	PERSON MILES OF TRAVEL FACTOR (PMTf)	PERSON TRIP LENGTH (PTL)	VEHICLE TRIPS (VT)	VEHICLE MILES OF TRAVEL (VMT)	VEHICLE TRIP LENGTH (VTL)	VEHICLE OCCUPANCY (VO)
HOME	4,077,137,371	1.76	14,428,511,809	1.61	3.54	2,318,432,298	8,951,468,620	3.86	1.23
WORK	829,551,714	1.24	3,859,401,570	1.21	4.65	669,398,667	3,191,471,272	4.77	1.11
PERSONAL ERRANDS	1,018,647,973	1.45	3,218,551,536	1.24	3.16	703,125,550	2,590,454,329	3.68	1.57
COMMUNITY SERVING	252,365,235	2.34	820,564,285	1.44	3.25	107,818,479	570,008,450	5.29	1.57
SOCIAL / VACATION	209,800,739	1.32	1,033,841,034	1.20	4.93	159,336,722	862,405,831	5.41	1.52
SCHOOL	658,554,219	1.81	2,649,750,312	1.63	4.02	364,002,693	1,625,257,763	4.46	2.00
FAMILY CARE	2,740,356	1.90	2,920,889	1.67	1.07	1,445,879	1,745,896	1.21	2.00
MEDICAL / DENTAL	152,290,768	1.46	662,636,101	1.56	4.35	104,166,442	424,864,716	4.08	1.50
BUY MEALS	958,185,039	1.72	3,710,458,427	1.76	3.87	558,210,377	2,110,268,492	3.78	1.69
BUY GOODS	1,390,485,743	1.60	3,507,160,102	1.30	2.52	868,404,607	2,704,766,279	3.11	1.34
EXERCISE	805,437,552	4.70	1,936,604,261	3.06	2.40	171,343,231	633,223,364	3.70	1.21
RECREATION / ENTERTAINMENT	308,243,856	3.11	1,289,631,495	2.63	4.18	98,995,142	491,099,949	4.96	2.13
TOTAL	10,663,440,566	1.74	37,120,031,823	1.54	3.48	6,124,680,087	24,157,034,960	3.94	2.13

Source: 2022 National Household Travel Survey (NHTS). Summary of Trip Purpose for South Atlantic MSA/CMSA with more than 1 million population and heavy rail. Average of trips based on trip lengths of 10 Miles or Less.

APPENDIX F

Planning Level Cost (PLC) & Person Miles of Capacity (PMC)

APPENDX F: PLANNING LEVEL COST (PLC)		
PLC Note	**Project Type**	**Planning Level Cost (PLC) per miles**
5	10th Avenue Multi-Use Path	$5,731,075
10	2nd Avenue North Complete Street	$7,569,005
15	Complete Street (Purdy Road, Dolan Road, Alameada Drive)	$12,173,883
20	David Road Complete Street	$7,982,130
25	Forest Hill Lane Repurposing	$10,326,935
30	Greenbiar Drive / Park Lane Complete Street	$7,069,427
35	Kirk Road Complete Street	$5,889,629
40	Kirk Road & Lakewood Road Roundabout	$364,007
45	Kirk Road & Park Lane Roundabout	$384,649
50	Lake Worth Road (SR 802) & Davis Rd Intersection Improvements	$2,459,009
55	Lake Worth Road (SR 802) & Military Trail Lane Repurposing	$5,577,098
60	Lakewood Road Complete Street	$7,231,538
65	Meadow Road Complete Street	$8,098,547
70	Multi-Use Trail 12' Wide	$1,284,263
75	Multi-Use Trail 12' Wide (In Canal ROW)	$1,484,263
80	Pedestrian Bridge Connection	$1,290,000
85	Raised Intersection	$296,511
90	Rectangular Rapid Flashing beacon	$73,500
95	Sidewalk	$444,705
100	Traffic Calming	$2,940,000

PMC Note	Project Type	Person Miles of Capacity (PMC)
105	Complete Street with Paths	24,600
110	Major Intersection	4,000
115	Multi-Use Trail 12' Wide	7,200
120	Multi-Use Trail 12' Wide (In Canal ROW)	6,000
125	Cycle Track	4,800
130	Pedestrian Bridge	2,400
135	Raised Intersection	500
140	RRFB	500
155	Sidewalk	1,200
160	Single Lane Roundabout	4,000
165	Traffic Calming	900
170	Widen from Two (2) Lane Undivided to Two (2) Lane Divided Roadway	24,800

Appendix B: Florida's Generalized Service Volume Tables

Limited Access

Freeway Generalized Service Volume Tables

Peak Hour Directional

	B	C	D	E
(Core Urbanized)				
2 Lane	2,400	3,170	3,970	4,150
3 Lane	3,390	4,600	5,810	6,130
4 Lane	4,340	6,060	7,700	8,170
5 Lane	5,480	7,450	9,680	10,390
6 Lane	6,630	9,220	11,520	12,760
(Urbanized)				
2 Lane	2,500	3,300	4,070	4,240
3 Lane	3,570	4,900	6,080	6,360
4 Lane	4,720	6,500	8,090	8,490
5 Lane	5,790	8,020	10,020	10,610
(Transitioning)				
2 Lane	2,430	3,180	3,790	3,910
3 Lane	3,520	4,670	5,610	5,870
4 Lane	4,630	6,170	7,440	7,830
5 Lane	5,690	7,640	9,220	9,800
(Rural)				
2 Lane	2,010	2,770	3,270	3,650
3 Lane	2,820	3,990	4,770	5,470
4 Lane	3,630	5,220	6,260	7,300

Peak Hour Two-Way

	B	C	D	E
(Core Urbanized)				
4 Lane	4,360	5,760	7,220	7,550
6 Lane	6,160	8,360	10,560	11,150
8 Lane	7,890	11,020	14,000	14,850
10 Lane	9,960	13,550	17,600	18,890
12 Lane	12,050	16,760	20,950	23,200
(Urbanized)				
4 Lane	4,550	6,000	7,400	7,710
6 Lane	6,490	8,910	11,050	11,560
8 Lane	8,580	11,820	14,710	15,440
10 Lane	10,530	14,580	18,220	19,290
(Transitioning)				
4 Lane	4,420	5,780	6,890	7,110
6 Lane	6,400	8,490	10,200	10,670
8 Lane	8,420	11,220	13,530	14,240
10 Lane	10,350	13,890	16,760	17,820
(Rural)				
4 Lane	3,650	5,040	5,950	6,640
6 Lane	5,130	7,250	8,670	9,950
8 Lane	6,600	9,490	11,380	13,270

AADT

	B	C	D	E
(Core Urbanized)				
4 Lane	51,300	67,800	84,900	88,800
6 Lane	72,500	98,400	124,200	131,200
8 Lane	92,800	129,600	164,700	174,700
10 Lane	117,200	159,400	207,100	222,200
12 Lane	141,800	197,200	246,500	272,900
(Urbanized)				
4 Lane	50,600	66,700	82,200	85,700
6 Lane	72,100	99,000	122,800	128,400
8 Lane	95,300	131,300	163,400	171,600
10 Lane	117,000	162,000	202,400	214,300
(Transitioning)				
4 Lane	45,100	59,000	70,300	72,600
6 Lane	65,300	86,600	104,100	108,900
8 Lane	85,900	114,500	138,100	145,300
10 Lane	105,600	141,700	171,000	181,800
(Rural)				
4 Lane	34,800	48,000	56,700	63,200
6 Lane	48,900	69,000	82,600	94,800
8 Lane	62,900	90,400	108,400	126,400

Adjustment Factors

Auxiliary Lanes Present in Analysis Direction Adjustment: +1,000
Ramp Metering Present Adjustment: Multiply by 1.05

Auxiliary Lanes Present in Analysis Direction Adjustment: +1,800
Ramp Metering Present Adjustment: Multiply by 1.05

Auxiliary Lanes Present in Analysis Direction Adjustment: +20,000
Ramp Metering Present Adjustment: Multiply by 1.05

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

C1 & C2

Motor Vehicle Highway Generalized Service Volume Tables



(C1-Natural & C2-Rural)

Peak Hour Directional

	B	C	D	E
1 Lane	240	430	730	1,490
2 Lane	1,670	2,390	2,910	3,340
3 Lane	2,510	3,570	4,370	5,010

Peak Hour Two-Way

	B	C	D	E
2 Lane	440	780	1,330	2,710
4 Lane	3,040	4,350	5,290	6,070
6 Lane	4,560	6,490	7,950	9,110

AADT

	B	C	D	E
2 Lane	4,600	8,200	14,000	28,500
4 Lane	32,000	45,800	55,700	63,900
6 Lane	48,000	68,300	83,700	95,900

Adjustment Factors

2 Lane Divided Roadway with Exclusive Left Turn Adjustment: Multiply by 1.05
Multilane Undivided Highway with Exclusive Left Turn Adjustment: Multiply by 0.95
Multilane Undivided Highway without Exclusive Left Turn Adjustment:: Multiply by 0.75

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C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables



(C3C-Suburban Commercial)

Peak Hour Directional

	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	**
4 Lane	*	3,170	3,180	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290	4,870	**
8 Lane	*	5,760	5,780	**

AADT

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**



(C3R-Suburban Residential)

	B	C	D	E
1 Lane	*	970	1,110	**
2 Lane	*	1,700	1,850	**
3 Lane	*	2,620	2,730	**

	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

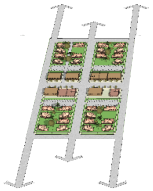
Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
* Cannot be achieved using table input value defaults.
** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables



(C2T-Rural Town)

Peak Hour Directional

	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

AADT

	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**



(C4-Urban General)

	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900

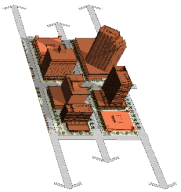


(C5-Urban Center)

	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600



(C6-Urban Core)

	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,710	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
* Cannot be achieved using table input value defaults.
** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

APPENDIX G

Roadway Plan

APPENDIX G: VILLAGE OF PALM SPRINGS 2045 MOBILITY PLAN: ROADWAY PLAN

Project ID	Street	From	To	Length (Miles) or Number	Project Type	Maintenance Entity	Project Description	Timeframe	Planning Level Cost (PLC)	Person Miles of Capacity (PMC)	PLC Note	PMC Note	Reasonably Anticipated Funding	Funding Source
5	2nd Ave and Davis Rd, Lakewood Rd and Corrigan Ct, Lakewood Rd and Gulfstream Rd, Lakewood Rd and Coconut Rd, Canal Rd and Coconut Rd, Canal Rd and Corrigan Ct, Greenbrier Dr and Davis Rd.	2nd Ave	Davis Rd	7	Raised Intersection	VoPS	The project involves the development of a raised intersection including improvements such as drainage solutions, utility adjustments, enhanced lighting, a sidewalk connection, an ADA-compliant curb ramp, and a designated crosswalk, all featuring decorative pavers for aesthetic appeal.	Short to Long-Term (Up to 20 Years)	$2,075,579	4,200	85	135	$0	Mobility Fees & Other Funding Sources
10	Kirk Rd and Park Ln Roundabout	Kirk Rd	Park Ln	1	Roundabout	PBC	The existing planned project involves replacing the existing traffic signal with a single-lane roundabout, which will include necessary utility adjustments, paving and grading, and drainage upgrades. Additionally, the plan makes improvements to lighting, landscaping, and irrigation, as well as enhancements to connect the roundabout to the existing sidewalk network.	Mid-Term (3-5 Years)	$384,649	4,000	45	160	$0	Mobility Fees & Other Funding Sources
15	Kirk Rd and Lakewood Rd Roundabout	Kirk Rd	Lakewood Rd	1	Roundabout	PBC	The project involves replacing the existing traffic signal with a single-lane roundabout, which will include necessary utility adjustments, paving and grading, and drainage upgrades. Additionally, the plan makes improvements to lighting, landscaping, and irrigation, as well as enhancements to connect the roundabout to the existing sidewalk network.	Mid-Term (3-5 Years)	$364,007	4,000	40	160	$0	Mobility Fees & Other Funding Sources
20	Lake Worth Rd Improvements from Gulfstream to the Lake Worth Swapshop Drive In	Gulfstream Rd	Lake Worth Rd	0.31	Intersection Improvement	FDOT	Intersection improvements at Lake Worth Road and Davis Road with a new traffic signal. Add left turn and right turn lane along Davis Road South of Lake Worth Road as a main entrance to the potential redevelopment project at the old Lake Worth Swap Shop and Drive In. Remove the existing mid-block crossing east of Davis Road and create an extended left turn lane to accommodate future traffic. Milling and Resurfacing roadway.	Mid to Long-Term (10+Years)	$2,459,009	4,000	50	110	$2,213,108	90% FDOT Funding, Mobility Fees & Other Funding Sources
25	2nd Ave N Complete Street	S Congress Ave	Lake Worth Rd	0.66	Complete Streets Project	VoPS	Two lane roadway with curb and gutter, decorative pedestrian level lighting, connecting the existing 10-foot multi-use path, landscaping, shade trees, irrigation and incorporating drainage improvements and utilities adjustments	Mid-Term (3-5 Years)	$4,995,543	9,768	10	170	$0	Mobility Fees & Other Funding Sources
30	Davis Rd Complete Street	2nd Ave.	Alameda Dr.	1.73	Complete Streets Project	VoPS	Two lane roadway with curb and gutter, decorative pedestrian level lighting, designated as a 2 way cycle track on one side, landscaping, shade trees, irrigation and incorporating drainage improvements with minor utilities adjustments.	Mid to Long-Term (10+Years)	$13,809,085	44,288	20	105	$0	Mobility Fees & Other Funding Sources
35	Kirk Rd Complete Street	10th Ave	Purdy Ln	1.02	Complete Streets Project	PBC	Converting existing roadway from 2U to 2LD. Minor drainage adjustments, paving and signing and pavement markings. Install a 12' two-way cycle track along one side of Kirk road to provide bicycle access.	Mid-Term (3-5 Years)	$5,915,315	22,440	35	170	$0	Mobility Fees & Other Funding Sources
40	Greenbrier Dr/Park Lane	S Congress Ave	Military Trail	1.52	Complete Streets Project	VoPS	Two lane roadway with curb and gutter, decorative pedestrian level lighting, designated as a 2 way cycle track on one side, landscaping, shade trees, irrigation and incorporating drainage improvements and utilities adjustments	Mid-Term (3-5 Years)	$10,745,528	38,912	30	105	$0	Mobility Fees & Other Funding Sources
45	Purdy Road, Dolan Rd and Alameda Dr Complete Streets	S Congress Ave	Military Trail	1.53	Complete Streets Project	VoPS	Two lane roadway with curb and gutter, decorative pedestrian level lighting, designated as a 2 way cycle track on one side, landscaped median, raised intersection, midblock crossings , shade trees, irrigation and incorporating drainage improvements and utilities adjustments	Mid to Long-Term (10+Years)	$18,626,041	39,168	15	105	$0	Mobility Fees & Other Funding Sources
50	Meadow Rd Complete Street	Meadow Rd	Forest Hill Blvd	0.77	Complete Streets Project	VoPS	Two lane roadway with curb and gutter, decorative pedestrian level lighting, two 10' multiuse paths incorporating drainage improvements and utilities adjustments	Mid to Long-Term (10+Years)	$6,235,881	19,712	65	105	$0	Mobility Fees & Other Funding Sources
55	Lakewood Road Complete Street	Davis Road	Military Trail	1.01	Complete Streets Project	VoPS	Two lane roadway with curb and gutter, decorative pedestrian level lighting, two 10' multiuse paths incorporating drainage improvements and utilities adjustments	Mid-Term (3-5 Years)	$7,303,853	25,856	60	105	$0	Mobility Fees & Other Funding Sources

Note: The numbers under the PLC and PMC Notes heading correspond to the Planning Level Cost (PLC) and Person Mile of Capacity (PMC under Appendix F)

APPENDIX H

Multimodal Plan

APPENDIX H: VILLAGE OF PALM SPRINGS 2045 MOBILITY PLAN: MULTIMODAL PLAN														
Project ID	**Street**	**From**	**To**	**Length (Miles) or Number**	**Project Type**	**Maintenance Entity**	**Project Description**	**Timeframe**	**Planning Level Cost (PLC)**	**Person Miles of Capacity (PMC)**	**PLC Note**	**PMC Note**	**Reasonably Anticipated Funding**	**Funding Source**
60	Pedestrian Bridge Connection along Gulfstream Rd. over the L-9, L-10 and L11 Canal	NA	NA	3	Pedestrian Bridge	VoPS	Construction a 12' multi-use bridge over the canal.	Mid to Long-Term (10+Years)	$3,870,000	7,200	80	130	$0	Mobility Fees & Other Funding Sources
65	Crosswalk RRFB Various Locations (Kirk Rd L-8 Canal, Kirk Rd L-9 Canal, Davis Rd L-9 Canal, Kirk Rd L-10 Canal, Davis Rd L-10 Canal, Kirk Rd L-11 Canal, Davis Rd L-11 Canal)	NA	NA	7	Rectangular Rapid Flashing Beacon	VoPS/PBC	Install a solar powered RRFB in various locations at designated and proposed pedestrian crossings.	Short-Term (1-3 Years)	$514,500	4,200	90	140	$0	Mobility Fees & Other Funding Sources
70	Kirk Road Multi-use Path	Lake Worth Rd	10th Ave	0.76	Multi-Use Trail	PBC	Install a 12' two-way cycle track along one side of Kirk road to provide bicycle access.	Mid-Term (3-5 Years)	$1,476,040	5,472	70	115	$0	Mobility Fees & Other Funding Sources
75	Kirk Road Multi-use Path	Purdy Ln	Forest Hill Blvd	0.51	Multi-Use Trail	PBC	Install a 12' two-way cycle track along one side of Kirk road to provide bicycle access.	Mid-Term (3-5 Years)	$1,154,974	3,672	70	15	$0	Mobility Fees & Other Funding Sources
80	Canal L-8 Multi-use Path	Lake Worth Rd	Forest Hill Blvd	1.99	Multi Use Trail	VoPS/LWDD	Provide a 12' multi use path along the canal right of way	Mid to Long-Term (10+Years)	$2,953,684	14,328	75	115	$0	Mobility Fees & Other Funding Sources
85	Canal L-9 Multi-use Path	Lake Worth Rd	Forest Hill Blvd	1.89	Multi Use Trail	VoPS/LWDD	Provide a 12' multi use path along the canal right of way	Mid to Long-Term (10+Years)	$2,805,258	13,608	75	115	$0	Mobility Fees & Other Funding Sources
90	Canal L-10 Multi-use Path	Lake Worth Rd	Forest Hill Blvd	1.42	Multi Use Trail and Boardwalk	VoPS/LWDD	Provide a 12' multi use path along the canal right of way	Mid to Long-Term (10+Years)	$4,169,071	10,224	75	115	$0	Mobility Fees & Other Funding Sources
95	Canal L-11 Multi-use Path	Lake Worth Rd	Forest Hill Blvd	2.03	Multi Use Trail	VoPS/LWDD	Provide a 12' multi use path along the canal right of way	Mid to Long-Term (10+Years)	$3,013,055	14,616	75	115	$0	Mobility Fees & Other Funding Sources
100	Gulfstream Rd Multi-use Path	Lake Worth Rd	Alameda Dr	1.77	Multi Use Trail	VoPS	Provide a 12' multi use path along the roadway	Mid to Long-Term (10+Years)	$2,273,146	12,744	70	115	$0	Mobility Fees & Other Funding Sources
105	Sidewalk Gap Various Locations	Village Wide	Village Wide	27.03	Sidewalk	VoPS	Install 5' or 6' sidewalk to connect pedestrian access	Short to Long-Term (Up to 20 Years)	$12,018,292	32,430	95	155	$0	Mobility Fees & Other Funding Sources
110	Traffic Calming Village wide	Village Wide	Village Wide	Various Locations	Traffic Calming	VoPS	Install traffic calming	Short to Long-Term (Up to 20 Years)	$2,940,000	5,880	100	NA	$0	Mobility Fees & Other Funding Sources
115	Lake Worth Ave. Lane Repurposing	S. Congress Ave.	Military Trail	1.51	Lane Repurposing	FDOT	Lane repurposing project to reduce concrete median create a one-way cycle track for multimodal access. Minor drainage adjustments, paving and signing and pavement markings.	Mid to Long-Term (10+Years)	$8,421,417	9,060	55	120	$7,579,276	90% FDOT Funding, Mobility Fees & Other Funding Sources
120	10th Ave. Multi-use Path	S. Congress Ave.	Military Trail	1.51	Multi-Use Trail	PBC	Remove existing grass parkway and widen existing sidewalk to be an 8' to 12' multi-use trail	Mid-Term (3-5 Years)	$8,653,923	9,060	5	120	$0	Mobility Fees & Other Funding Sources
125	Military Trail Lane Repurposing	Lake Worth Rd	Forest Hill Blvd	2.28	Lane Repurposing	FDOT	Lane repurposing project to remove existing on street bike lane to create a one-way cycle track for multimodal access. Minor drainage adjustments, paving and signing and pavement markings.	Mid to Long-Term (10+Years)	$12,715,783	21,888	55	125	$11,444,204	90% FDOT Funding, Mobility Fees & Other Funding Sources
130	Forest Hill Lane Repurposing	Florida Mango	Military Trail	2.01	Lane Repurposing	FDOT	Lane repurposing project to remove existing grass swale and reduce concrete median create a one-way cycle track for multimodal access. Minor drainage adjustments, paving and signing and pavement markings.	Mid to Long-Term (10+Years)	$20,757,139	19,296	25	125	$18,681,425	90% FDOT Funding, Mobility Fees & Other Funding Sources

Note: The numbers under the PLC and PMC Notes heading correspond to the Planning Level Cost (PLC) and Person Mile of Capacity (PMC under Appendix F)

APPENDIX I

Mobility Programs

APPENDIX I: VILLAGE OF PALM SPRINGS 2045 MOBILITY PLAN: MOBILITY PROGRAMS									
Project ID	**Project Name**	**Project Type**	**Maintenance Entity**	**Project Description**	**Timeframe**	**Planning Level Cost (PLC)**	**Person Miles of Capacity (PMC)**	**Reasonably Anticipated Funding**	**Funding Source**
135	Complete Streets Policy	Citywide	VoPS	The Complete Streets Policy will ensure that all future street designs accommodate all users, including pedestrians, cyclists, and transit riders. The policy will integrate multimodal transportation strategies that promote safety and accessibility while enhancing the public realm. It will guide the city's infrastructure development, promoting sustainable and inclusive mobility options citywide.	Short-Term (1-3 Years)	$10,000	20	$0	Mobility Fees & Other Funding Sources
140	ADA Transition Plan	Citywide	VoPS	This plan will focus on upgrading city parks, public buildings, facilities, and public rights-of-way to meet ADA standards. It will include improvements such as curb ramps, accessible paths, and building modifications to ensure equal access for all individuals, including those with disabilities. The plan will prioritize areas with the most urgent accessibility needs and align with federal and state ADA compliance requirements.	Short-Term (1-3 Years)	$200,000	400	$0	Mobility Fees & Other Funding Sources
145	Safe Routes to School and Park Program	Citywide	VoPS	This program aims to improve pedestrian safety by addressing sidewalk gaps and ensuring safe walking and biking routes to schools, parks, and transit stops. It will include the installation of Rectangular Rapid Flashing Beacons (RRFBs) and other crossing improvements to enhance visibility and safety. The program will encourage walking and cycling as safe, viable alternatives to driving for school children and park-goers.	Mid-Term (3-5 Years)	$5,940,000	11,880	$0	Mobility Fees & Other Funding Sources
150	Microtransit Community Shuttle Ordinance	Citywide	VoPS	This ordinance will create a policy framework for managing microtransit and community shuttle services. It will align with the CRA plan and support transportation demand management by connecting future Transit-Oriented Developments (TODs) to key destinations. The ordinance will outline regulations for on-demand shuttle services, ensuring they provide efficient and flexible transportation options within the city.	Mid-Term (3-5 Years)	$25,000	50	$0	Mobility Fees & Other Funding Sources
155	Microtransit Community Shuttle Program	Citywide	VoPS	This program will fund a pilot community shuttle service to address mobility and parking challenges, especially during events. The first year of operations will be used to monitor ridership and adjust the service to better meet community needs. The shuttle will focus on improving accessibility to public spaces and reducing traffic congestion during peak event periods.	Mid to Long-Term (10+Years)	$400,000	800	$0	Mobility Fees & Other Funding Sources
160	Vision Zero Action Plan Update	Citywide	VoPS	The implementation of the Vision Zero Action Plan Update will focus on allocating funding and resources to evaluate the VZAP and it's progress while conducting other safety studies and corridor plans to implement the mobility vision. This includes quick-action safety improvements such as speed reductions, improved crosswalks, and enhanced signage.	Short to Long-Term (Up to 20 Years)	$200,000	400	$0	Mobility Fees & Other Funding Sources
165	Residential Traffic Calming Ordinance	Citywide	VoPS	This ordinance will allow residents to petition for traffic calming measures in their neighborhoods. Upon request, the village and the police department will conduct speed studies to assess traffic conditions. The ordinance will establish clear guidelines and processes for determining the feasibility of implementing measures such as speed humps, curb extensions, and other traffic-calming interventions.	Short-Term (1-3 Years)	$75,000	150	$0	Mobility Fees & Other Funding Sources
170	Residential Traffic Calming Program	Citywide	VoPS	The program will allocate funding for implementing traffic calming measures in residential areas based on requests and speed studies. The program will prioritize areas with significant speeding concerns and will aim to improve neighborhood safety by reducing vehicle speeds and improving the quality of life for residents.	Short to Long-Term (Up to 20 Years)	$200,000	400	$0	Mobility Fees & Other Funding Sources
175	Wayfinding Program	Citywide	VoPS	This program will develop a citywide, cohesive wayfinding system to enhance multimodal connectivity. It will include the installation of clear signage, maps, and markers to guide pedestrians, cyclists, and drivers to key destinations. The wayfinding system will improve navigation for residents and visitors, supporting the city's goals of increased walkability and transportation accessibility.	Short-Term (1-3 Years)	$400,000	800	$0	Mobility Fees & Other Funding Sources
180	Pedestrian Lighting Upgrade Program	Citywide	VoPS	This program will initiate a citywide lighting analysis and develop standards for street, park, and collector road lighting. The village will work with Florida Power & Light (FPL) through a franchise agreement to upgrade existing lighting infrastructure to improve pedestrian mobility, leveraging FPL poles where possible. Collaboration with FDOT and Palm Beach County will also be sought to enhance lighting on state and county roads, improving safety and visibility across the city.	Mid to Long-Term (10+Years)	$2,500,000	5,000	$0	Mobility Fees & Other Funding Sources

APPENDIX J

Trip Generation

APPENDIX J: TRIP GENERATION (TG)			
LAND USE CATEGORIES (DARK GREY), USE CLASSIFICATIONS, & REPRESENTATIVE USES (IN PARENTHESES)	UNIT OF MEASURE (UOM)	TRIP GENERATION (TG)	ITE LAND USE CODES
Residential Uses			
Residential Dwelling (attached, detached, duplex, group, row, multiple-family, single-family)	per 1,000 Sq. Ft.	5.62	See Residential
Institutional Uses			
Community Serving (Center, Club, Clubhouse, Lodge, Museum, Performance Venues, Place of Assembly or Worship)	per 1,000 Sq. Ft.	5.52	See Community Serving
Long Term Care (Adult Day Care, Assisted Living, Continuum of Care Facility, Group Care, Nursing Home)	per 1,000 Sq. Ft.	6.68	See Long Term Care
Private Education (Afterschool, Child Care or Day Care, K-12, Pre-K, Trade School, Tutor)	per 1,000 Sq. Ft.	9.82	See Private Education
Commercial Recreation Facility Uses			
Outdoor Recreation (Courts, Fields, Fitness, Golf, Multi-Purpose, Sports)	per Acre	27.43	See Outdoor Recreation
Indoor Recreation (Fitness, Gym, Health, Indoor Amusement, Entertainment or Sports, Kids Activities or Fitness)	per 1,000 Sq. Ft.	24.86	See Indoor Recreation
Industrial Uses			
Industrial (Heavy, Flex-Unit, Light, Micro-brewery, Self or Outdoor Storage, Utilities)	per 1,000 Sq. Ft.	3.69	See Industrial
Office Uses			
Business (Business, Profession and Occupation, Business or Professional Service, Higher Education, Hospital)	per 1,000 Sq. Ft.	11.58	See Office
Medical or Dental (Clinic, Dental, Health Service, Laboratory, Emergency Care, Rehab, Veterinary)	per 1,000 Sq. Ft.	32.84	See Medical Office
Retail Sales and Service Uses			
Retail (Discount, Large Scale, Nursery, Personal Services, Sales & Services, Superstore, Variety, Vehicle Sales)	per 1,000 Sq. Ft.	42.00	See Retail
High Impact Retail (Drinking Establishment, Financial Service, Full Service Restaurant, Grocery, Package Liquor, Pharmacy)	per 1,000 Sq. Ft.	106.33	See Impact Retail
Convenience Retail (Convenience Store, Gas or Service Station)	per 1,000 Sq. Ft.	605.86	See Convenience Retail
Quick Service Restaurant (Carry Out, Delivery Oriented, Drive-In, Fast Casual, Fast Food)	per 1,000 Sq. Ft.	354.87	See Quick Service Restaurant
Non-Residential Additive Uses (All uses are additive except mobile residence and overnight lodging)			
Automotive Repair Establishment (Major or Minor Repair, Tires)	per Bay or Stall	33.35	See Automotive Repair
Commercial Use Drive-Thru (Convenience, Dry Cleaner, High Impact Retail, Retail)	per Lane	125.26	See Commercial Use Drive-Thru
Financial Service Drive-Thru Lane or Free-Standing ATM (Banks, Credit Unions, Other Financial)	per Lane / ATM	137.06	See Financial Services
Overnight Lodging (B&B, Hotel, Motel, Short Term Vacation Rental)	per Room	6.67	See Overnight Lodging
Quick Service Restaurant Drive Thru	per Lane	507.99	See Quick Service Restaurant Drive-Thru
Mobile Residence (Mobile Home (MH), Recreational Vehicle (RV), Travel Trailer (TT), MH, RV, and / or TT Park)	per Space / Lot	4.47	See Mobile Residence
Vehicle Charging or Fueling (Commercial Facility which requires Membership or Payment)	per Charging or Fueling Position	203.65	See Vehicle Fueling
Vehicle Cleaning (Automated, Carwash, Detailing, Self-Service, Wash, Wax)	per Lane or Stall plus per five (5) Stations	321.08	See Vehicle Cleaning

RESIDENTIAL TRIP GENERATION									
ITE LAND USE	**ITE LAND USE CODE**	**UNIT OF MEASURE**	**TRIP GENERATION (TG)**	**TOTAL NUMBER OF STUDIES (TS)**	**SQUARE FOOTAGE (SF)**	**SQUARE FOOTAGE PER 1,000 SQ. FT. (SF1000)**	**TRIP GENERATION PER 1,000 SQ. FT. (TG1000)**	**TRIP STUDIED (WEIGHTED) (TSw)**	**TRIP GENERATION (WEIGHTED) (TGw)**
SINGLE-FAMILY DETACHED	**210**	**DWELLING UNIT**	**9.43**	**174**	**1,814**	**1.814**	**5.20**	**0.798**	**4.15**
SINGLE-FAMILY ATTACHED	**215**	**DWELLING UNIT**	**7.20**	**22**	**1,026**	**1.026**	**7.02**	**0.101**	**0.71**
MULTI-FAMILY (LOW-RISE)	**220**	**DWELLING UNIT**	**6.74**	**22**	**891**	**0.891**	**7.56**	**0.101**	**0.76**
TOTAL				**218**			***6.59***	**1.000**	**5.62**

Notes: Residential trip generation rates are based on the type of dwelling unit and the applicable trip generation rate per the 11th Edition of the ITE Trip Generation Manual. Residential trip generation rates were converted into trip rates per 1,000 square feet. The first step in the conversion was utilizing average square per type of dwelling unit within the Village of Palm Springs based on Palm Beach County Property Appraiser Data as of 2024. The assigned square footage of each unit type is then divided by 1,000 (**Appendix TBD**).

A Trip Study weighting is then calculated based on the number of studies per use. A Trip Generation weight is then calculated based on the weighted trip studies. The following is the calculation for Single-Family Detached land uses: Sq Ft per 1,000: (1,814 / 1,000 = 1.814); The trip generation per 1,000 Sq. Ft. is calculated per the following: (9.43 / 1.814 = 5.20); The trip study weight is calculated per the following: (174 / 218 = 0.798); The weighted trip generation is calculated per the following: (5.20 / 0.798 = 4.15). The residential trip generation per 1,000 sq. ft. is based on the sum of the following: (4.15 + 0.71 + 0.76 = 5.62).

COMMUNITY SERVING TRIP GENERATION												
ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES	CALCULATED DAILY TRIPS (TG)	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
CHURCH	560	1000 SF	0.32	0.070	6	0.49	0.07	11	17	5.79	0.89	5.18
MUSEUM	580	1000 SF	0.28	0.070	1	0.18	0.07	1	2	3.29	0.11	0.35
TOTAL	--	--	--	--	7	--	--	12	19	--	1.00	5.52

Notes: Community Serving Trip Generation based on the AM and PM Peak of adjacent street traffic per room based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on a peak to daily factor of 0.07. The Trip Generation Weight (TGw) is calculated based on daily trips multiplied by Trip Study Weight (TSw). The total trips per room is the sum of the weighted Trip Generation (TGw). Church Example: = ((0.32 / .07) + (0.49 / 0.07)) = 5.79; TSw = (17 / 19) = 0.89; TGw = (5.79 x 0.89) = 5.18. Community Serving Trip Generation is the sum of the weighted trip generation (5.18 + 0.35) = 5.52.

LONG TERM CARE TRIP GENERATION												
ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK TRIPS (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK TRIPS (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES	CALCULATED DAILY	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
CONGREGATE CARE FACILITY	253	DWELLING	0.08	0.047	8	0.18	0.081	9	17	1.96	0.23	0.46
CONTINUING CARE RETIREMENT COMMUNITY	255	UNITS	0.15	0.047	15	0.19	0.081	15	30	2.77	0.41	1.14
LONG TERM CARE TRIP GENERATION PER 1,000 SQ. FT.												
CONGREGATE CARE FACILITY	253	1000 SQ. FT.	0.26	0.047	8	0.59	0.081	9	17	6.48	0.23	1.51
ASSISTED LIVING	254	1000 SQ. FT.	0.38	0.093	5	0.48	0.088	5	10	4.77	0.14	0.65
CONTINUING CARE RETIREMENT COMMUNITY	255	1000 SQ. FT.	0.38	0.047	15	0.48	0.081	15	30	6.92	0.41	2.84
NURSING HOME	620	1000 SQ. FT.	0.55	0.075	8	0.59	0.074	8	16	7.65	0.22	1.68
TOTAL / *AVERAGE*			*0.39*	*0.066*	36	*0.53*	*0.081*	37	73	*6.46*	1.00	6.68

Notes: Long Term Care Trip Generation based on the AM and PM Peak of adjacent street traffic based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. Congregate Care Facilities and Continuing Care Retirement Community were converted from units to 1,000 sq. ft. based on unit sizes of 330 sq. ft. and 400 sq. ft. respectively. Congregate Care Facilities AM and PM Peak Trips were multiplied by 3.3 to convert 330 sq. ft. units to 1,000 sq. ft. Continuing Care Retirement Community AM and PM Peak Trips were multiplied by 2.5 to convert 400 sq. ft. units to 1,000 sq. ft. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per 1,000 sq. ft. is the sum of the weighted Trip Generation (TGW). Nursing Home Example: DT = ((0.55 / .075) + (0.59 / 0.074)) = 7.65; TSW = (16 / 73) = 0.22; TGW = (7.65 x 0.22) = 1.68. Long Term Care TG: Sum(1.51 + 0.65 + 2.84 + 1.68) = 6.68. ***Average values in the last row are shown in italics for informational purposes only.***

PRIVATE EDUCATION TRIP GENERATION										
ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK OF GENERATOR	NUMBER OF STUDIES	PM PEAK OF GENERATOR	TOTAL NUMBER OF STUDIES	CALCULATED DAILY	TOTAL NUMBER OF STUDIES	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
ELEMENTARY SCHOOL	520	STUDENTS	0.75	46	0.45	54	1.80	100	0.19	0.34
MIDDLE SCHOOL / JR HIGH SCHOOL	522	STUDENTS	0.74	25	0.36	29	1.65	54	0.10	0.17
HIGH SCHOOL	525	STUDENTS	0.51	51	0.32	65	1.25	116	0.22	0.28
PRIVATE K-8	530	STUDENTS	1.01	14	0.6	12	2.42	26	0.05	0.12
PRIVATE K-12	532	STUDENTS	0.8	5	0.53	3	2.00	8	0.02	0.03
PRIVATE HIGH SCHOOL	534	STUDENTS	0.66	4	0.40	4	1.59	8	0.02	0.02
CHARTER ELEMENTARY SCHOOL	536	STUDENTS	1.07	26	0.72	27	2.69	53	0.10	0.27
CHARTER HIGH SCHOOL	538	STUDENTS	0.94	4	0.73	4	2.51	8	0.02	0.04
DAY CARE	565	STUDENTS	0.79	75	0.81	75	2.40	150	0.29	0.69
TOTAL								523	1.00	1.96
CALCULATED DAILY TRIP GENERATION RATE PER 1,000 SQ. FT. IS (1.96 x 5) = 9.82 PER 1,000 SQ. FT.										9.82

DAILY TRIP GENERATION RATE OF 9.82 PER 1,000 SQ. FT. BASED ON 1,000 SQ. FT. DIVIDED BY THE AVERAGE SQUARE FEET PER STUDENT OF 200 SQ. FT. MULTIPLIED BY WEIGHTED TRIP GENERATION PER STUDENT: (1,000 / 200 = 5.00); (1.96 X 5.00 = 13.76). TRIP GENERATION ROUNDED TO NEAREST 100TH PLACE. DAILY TRIPS BASED ON THE SUM OF THE AM AND PM PEAK HOUR OF GENERATOR TIMES A PEAK-TO-DAILY FACTOR OF 1.5: (E.G., CHARTER HIGH SCHOOL 0.94 + 0.73 = 1.67; 1.67 X 1.5 = 2.51). PEAK HOUR DATA HAD SIGNIFICANTLY MORE STUDIES THAN DAILY DATA. TOTAL NUMBER OF STUDIES BASED ON THE SUM OF THE NUMBER OF STUDIES FOR THE AM AND PM PEAK HOUR OF GENERATOR PER SCHOOL TYPE. ALL TRIP GENERATION DATA BASED ON THE ITE TRIP GENERATION MANUAL, 11TH EDITION.

AVERAGE SQUARE FEET PER STUDENT = 142.5 SQ. FT. BASED ON A WEIGHTED AVERAGE OF STUDENTS PER SCHOOL TYPE BASED ON TABLE 10 FROM THE FLORIDA DEPARTMENT OF EDUCATION REVIEW & ADJUSTMENT FOR FLORIDA'S COST PER STUDENT STATION (JANUARY 2020).

OUTDOOR ENTERTAINMENT TRIP GENERATION												
ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK TRIPS (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK TRIPS (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES	CALCULATED DAILY	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
GOLF DRIVING RANGE	432	TEES	0.08	0.029	1	0.18	0.072	1	2	2.63	0.13	0.33
SOCCER COMPLEX	488	FIELDS	0.99	0.029	5	16.43	0.072	5	10	131.17	0.63	81.98
TENNIS CLUB	490	COURTS	--	--	--	4.21	0.083	2	2	50.72	0.13	6.34
RACQUET / TENNIS CLUB	491	COURTS	--	--	--	3.82	0.083	2	2	46.02	0.13	5.75
TOTAL / AVERAGE					6			10	16	57.64	1.00	94.40
OUTDOOR COMMERCIAL RECREATION TRIP GENERATIONPER ACRE												
PUBLIC PARK	410	ACRES	0.03	0.083	5	0.11	0.083	6	11	0.86	0.31	0.27
GOLF COURSE	430	ACRES	0.19	0.083	3	0.28	0.083	3	6	2.83	0.17	0.49
GOLF DRIVING RANGE	432	ACRES	0.16	0.029	1	0.36	0.072	1	2	5.26	0.06	0.30
AMUSEMENT PARK	480	ACRES	0.21	0.093	1	3.95	0.088	1	2	23.57	0.06	1.35
SOCCER COMPLEX	488	ACRES	0.40	0.029	5	6.57	0.072	5	10	52.47	0.29	14.99
TENNIS CLUB	490	ACRES	--	--	--	8.42	0.083	2	2	101.45	0.06	5.80
RACQUET / TENNIS CLUB	491	ACRES	--	--	--	7.64	0.083	2	2	92.05	0.06	5.26
TOTAL / *AVERAGE*		ACRES	*0.24*	*0.059*	15	*3.90*	*0.081*	20	35	*39.78*	1.00	28.45

Notes: Outdoor Entertainment Trip Generation based on the AM and PM Peak of adjacent street traffic based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The trip generation for golf driving ranges was converted from tees to acreage based on two (2) tees per acre. The trip generation for a soccer complex was converted from fields to acreage based on two and a half acres (2.5) per field. The trip generation for tennis courts and a request / tennis court was converted from courts to acreage based on two (2) courts per acre. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per acre is the sum of the weighted Trip Generation (TGW). Golf Course Example: DT = ((0.19 / .083) + (0.28 / 0.083)) = 2.83; TSW = (6 / 35) = 0.17; TGW = (2.83 x 0.17) = 0.49. Outdoor Entertainment TG is equal to the sum of the following: (0.27 + 0.49 + 0.30 + 1.35 + 14.99 + 5.80 + 5.26) = 28.45. ***Average values in the last row are shown in italics for informational purposes only.***

INDOOR ENTERTAINMENT TRIP GENERATION												
ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES	CALCULATED DAILY	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
ROCK CLIMBING GYM	434	1,000 SQ. FT.	1.40	0.068	1	1.64	0.123	1	2	16.96	0.04	0.65
MULTI-PURPOSE	435	1,000 SQ. FT.	0.00	0.068	0	3.58	0.123	3	3	14.55	0.06	0.84
TRAMPOLINE PARK	436	1,000 SQ. FT.	0.00	0.068	0	1.50	0.123	3	3	6.10	0.06	0.35
BOWLING ALLEY	437	1,000 SQ. FT.	0.81	0.068	1	1.16	0.123	5	6	10.67	0.12	1.23
HEALTH / FITNESS	492	1,000 SQ. FT.	1.31	0.068	6	3.45	0.123	8	14	23.66	0.27	6.37
ATHLETIC CLUB	493	1,000 SQ. FT.	3.16	0.068	2	6.29	0.123	3	5	48.80	0.10	4.69
COMMUNITY CENTER	495	1,000 SQ. FT.	1.91	0.068	12	2.50	0.123	15	27	24.21	0.52	12.57
TOTAL	--	--	--	0.068	21	--	0.123	31	52	--	1.00	24.86

Notes: Indoor Entertainment Trip Generation based on the AM and PM Peak of adjacent street traffic per 1,000 square feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Code 495 (Recreational Community Center). This was the only indoor recreational use with a reported daily trip distribution. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per 1,000 SQ. FT. is the sum of the weighted Trip Generation (TGW). Community Center Example: DT = ((1.91 / .068) + (2.50 / 0.123)) = 24.21; TSW = (27 / 52) = 0.52; TGW = (24.41 x 0.52) = 12.57. Indoor Commercial Recreation Trip Generation is the sum of (0.65 + 0.84 + 0.35 + 1.23 + 6.37 + 4.69 + 12.57) = 24.86. ***Average values in the last row are shown in italics for informational purposes only.***

INDUSTRIAL TRIP GENERATION						
ITE LAND USE	ITE LAND USE CODE	UNIT OF MEASURE	DAILY TRIP (DT) GENERATION	TOTAL NUMBER OF STUDIES (TS)	TRIP STUDIES (WEIGHTED)	TRIP GENERATION (WEIGHTED)
LIGHT INDUSTRIAL	110	1,000 SQ. FT.	4.87	37	0.117	0.572
INDUSTRIAL PARK	130	1,000 SQ. FT.	3.37	27	0.086	0.289
MANUFACTURING	140	1,000 SQ. FT.	4.75	53	0.168	0.799
WAREHOUSE	150	1,000 SQ. FT.	1.71	31	0.098	0.168
MINI-WAREHOUSE	151	1,000 SQ. FT.	1.45	16	0.051	0.074
HIGH CUBE TRANSLOAD	154	1,000 SQ. FT.	1.4	91	0.289	0.404
HIGH CUBE FULFILLMENT	155	1,000 SQ. FT.	1.81	10	0.032	0.057
HIGH CUBE FULFILLMENT - SORTING	155	1,000 SQ. FT.	6.44	2	0.006	0.041
HIGH CUBE PARCEL HUB	156	1,000 SQ. FT.	4.63	8	0.025	0.118
HIGH CUBE COLD STORAGE	157	1,000 SQ. FT.	2.12	5	0.016	0.034
DATA CENTER	160	1,000 SQ. FT.	0.99	2	0.006	0.006
UTILITY	170	1,000 SQ. FT.	12.29	13	0.041	0.507
SPECIALTY TRADE	180	1,000 SQ. FT.	9.82	20	0.063	0.623
AVERAGE (STUDIES = TOTAL)				315	1.00	3.69

Notes: Industrial Trip Generation based on the Daily Rate from the 11th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted for Daily Trips are used to calculate a Trip Study Weight (TSW). The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per 1,000 sq. ft. is the sum of the weighted Trip Generation (TGW). Light Industrial Example: TSW = (37 / 315) = 0.117; TGW = (4.87 x 0.117) = 0.572. Industrial TG: Sum (0.572 + 0.289 + 0.799 + 0.168 + 0.074 + 0.404 + 0.057 + 0.041 + 0.118 + 0.034 + 0.0006 + 0.507 + 0.623) = 3.69.

OFFICE TRIP GENERATION						
USE	ITE	VARIABLE	DAILY TRIPS (DT)	NUMBER OF STUDIES (TS)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
OFFICE	710	1,000 SQ. FT.	10.84	59	0.38	4.15
SMALL OFFICE	712	1,000 SQ. FT.	14.39	21	0.14	1.96
CORPORATE HEADQUATERS	714	1,000 SQ. FT.	7.95	7	0.05	0.36
SINGLE TENANT	715	1,000 SQ. FT.	13.07	12	0.08	1.02
HOSPITAL	610	1,000 SQ. FT.	10.77	7	0.05	0.49
OFFICE PARK	750	1,000 SQ. FT.	11.07	10	0.06	0.72
RESEARCH & DEVELOPMENT	760	1,000 SQ. FT.	11.08	22	0.14	1.58
BUSINESS PARK	770	1,000 SQ. FT.	12.44	16	0.10	1.29
TOTAL				154	1.00	11.58

Notes: Office Trip Generation based on Daily Weekday Trip Generation per 1,000 squate feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on ITE Trip Generation Manual 11th edition. The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Office Example: TSw = (59 / 154) = 0.38; TGw = (10.84 x 0.38) = 4.15. Office Trip Generation is the sum of (4.15 + 1.96 + 0.36 + 1.02 + 0.49 + 0.72 + 1.58 + 1.29) = 11.58.

MEDICAL OFFICE TRIP GENERATION						
USE	**ITE**	**VARIABLE**	**DAILY TRIPS (DT)**	**NUMBER OF STUDIES (TS)**	**WEIGHTED TRIP STUDY (TSw)**	**WEIGHTED TRIP GENERATION (TGw)**
MEDICAL OFFICE	**720**	**1,000 SQ. FT.**	**36.00**	**18**	**0.49**	**17.51**
CLINIC	**630**	**1,000 SQ. FT.**	**37.60**	**9**	**0.24**	**9.15**
VETERINARY	**640**	**1,000 SQ. FT.**	**21.50**	**6**	**0.16**	**3.49**
EMERGENCY CARE	**650**	**1,000 SQ. FT.**	**24.94**	**4**	**0.11**	**2.70**
TOTAL			**30.01**	**37**	**1.00**	**32.84**

Notes: Medical Office Trip Generation based on Daily Weekday Trip Generation per 1,000 square feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on ITE Trip Generation Manual 11th edition. The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Medical Office Example: TSw = (18 / 37) = 0.49; TGw = (36.00 x 0.49) = 17.51. Medical Office Trip Generation is the sum of (17.51 + 9.15 + 3.49 + 2.93 + 2.70) = 32.84. ***Average values in the last row are shown in italics for informational purposes only.***

RETAIL TRIP GENERATION						
USE	ITE LAND USE CODE	UNIT OF MEASURE	DAILY TRIPS (DT)	NUMBER OF STUDIES (TS)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
BUILDING MATERIALS & LUMBER	812	1,000 SQ. FT.	17.05	13	0.03	0.57
FREE STANDING DISCOUNT SUPERSTORE	813	1,000 SQ. FT.	50.52	72	0.19	9.42
VARIETY STORE	814	1,000 SQ. FT.	63.66	29	0.08	4.78
FREE STANDING DISCOUNT STORE	815	1,000 SQ. FT.	53.87	21	0.05	2.93
NURSERY GARDEN CENTER	817	1,000 SQ. FT.	68.10	10	0.03	1.76
MULTI-TENANT GREATER THAN 150K	820	1,000 SQ. FT.	37.01	108	0.28	10.36
MULTI-TENANT 40K to 150K WITHOUT SUPERMARKET	821	1,000 SQ. FT.	67.52	7	0.02	1.22
MULTI-TENANT UNDER 40K	822	1,000 SQ. FT.	54.45	4	0.01	0.56
AUTO SALES NEW	840	1,000 SQ. FT.	27.84	18	0.05	1.30
AUTO SALES USED	841	1,000 SQ. FT.	27.06	14	0.04	0.98
AUTO PARTS SALES	843	1,000 SQ. FT.	55.34	12	0.03	1.72
TIRE STORE	848	1,000 SQ. FT.	27.69	13	0.03	0.93
DISCOUNT CLUB	857	1,000 SQ. FT.	42.46	20	0.05	2.20
SPORTING GOODS SUPERSTORE	861	1,000 SQ. FT.	23.78	8	0.02	0.49
HOME IMPROVEMENT	862	1,000 SQ. FT.	30.74	19	0.05	1.51
ELECTRONIC SUPERSTORE	863	1,000 SQ. FT.	41.05	5	0.01	0.53
DISCOUNT HOME FURNISHINGS	869	1,000 SQ. FT.	20.00	8	0.02	0.41
DEPARTMENT STORE	875	1,000 SQ. FT.	22.88	5	0.01	0.30
TOTAL		1,000 SQ. FT.	*40.61*	386	1.00	42.00

Notes: Retail Trip Generation based on Daily Weekday Trip (DT) Generation per 1,000 square feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual. The simple average for daily trips is for information purposes only to illustrate the difference compared to weighted trips. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Variety Store Example: TSw = (29 / 386) = 0.08; TGw = (63.66 x 0.08) = 4.78. Retail Trip Generation is the sum of (0.57 + 9.42 + 4.78 + 2.93 + 1.76 + 10.36 + 1.22 + 0.56 + 1.30 + 0.98 + 1.72 + 0.93 + 2.20 + 0.49 + 1.51 + 0.53 + 0.41 + 0.30) = 42.00. ***Average values in the last row are shown in italics for informational purposes only.***

HIGH IMPACT RETAIL TRIP GENERATION						
USE	ITE LAND USE CODE	UNIT OF MEASURE	DAILY TRIPS (DT)	NUMBER OF STUDIES (TS)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
MULTI-TENANT 40K to 150K WITH SUPERMARKET	821	1,000 SQ. FT.	94.49	17	0.12	11.00
SUPERMARKET	850	1,000 SQ. FT.	93.84	22	0.15	14.14
PHARMACY WITH DRIVE-THRU	881	1,000 SQ. FT.	108.4	16	0.11	11.88
MARJUANA DISPENSARY	882	1,000 SQ. FT.	211.12	7	0.05	10.12
LIQUOR STORE	899	1,000 SQ. FT.	107.21	5	0.03	3.67
DRIVE-IN BANK	912	1,000 SQ. FT.	100.35	19	0.13	13.06
FINE DINING RESTAURANT	931	1,000 SQ. FT.	83.84	10	0.07	5.74
HIGH TURN OVER RESTAURANT	932	1,000 SQ. FT.	107.2	50	0.34	36.71
TOTAL		1,000 SQ. FT.	113.31	146	1.00	106.33

Notes: High Impact Retail Trip Generation based on Daily Weekday Trip (DT) Generation per 1,000 square feet (SQ. FT.) based on the 11th Edition of the ITE Trip Generation Manual. The simple average for daily trips is for information purposes only to illustrate the differance compared to weighted trips. The total number of studies (TS) conducted are used to calculate a Weighted Trip Study (TSw). The Weighted Trip Generation (TGw) is calculated based on Daily Trips (DT) multiplied by the Weighted Trip Study (TSw). The total trips per 1,000 SQ. FT. is the sum of the Weighted Trip Generation (TGw). Supermarket Example: TSw = (22 / 146) = 0.15; TGw = (93.84 x 0.15) = 14.14. High Impact Retail Trip Generation is the sum of (11.00 + 14.14 + 11.88 + 10.12 + 3.67 + 13.06 + 36.71) = 106.33.

CONVENIENCE STORE TRIP GENERATION												
USE	ITE LAND USE CODE	UNIT OF MEASURE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (TS)	DAILY TRIPS (DT)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
CONVENIENCE STORE	851	1,000 SQ. FT.	62.54	0.062	39	49.11	0.060	39	78	913.60	0.23	205.96
CONVENIENCE STORE WITH GAS (2 TO 8 POSITIONS)	945	1,000 SQ. FT.	40.59	0.062	57	48.48	0.071	67	124	668.75	0.36	239.67
CONVENIENCE STORE WITH GAS (9 TO 15 POSITIONS)	945	1,000 SQ. FT.	56.52	0.065	34	54.52	0.068	39	73	835.65	0.21	176.31
CONVENIENCE STORE WITH GAS (16 TO 24 POSITIONS)	945	1,000 SQ. FT.	91.35	0.065	32	78.95	0.068	39	71	1283.21	0.21	263.32
TOTAL		1,000 SQ. FT.	*62.75*	*0.06*	162	*57.77*	*0.07*	184	346	*925.30*	1.00	885.25
NET TRIP GENERATION (BASED ON TGw PER 1,000 SQ. FT. MINUS TGw PER FUEL POSITION x 2: (885.25 - (279.39 x 2)) = 326.47												326.47
AUTO CHARGING & FUELING TRIP GENERATION												
GASOLINE SERVICE STATION	944	PER FUEL POSITION	10.28	0.050	53	13.91	0.075	65	118	195.53	0.31	59.77
CONVENIENCE STORE WITH GAS (2-4K)	945	PER FUEL POSITION	16.06	0.062	76	18.42	0.071	93	169	259.23	0.44	113.50
CONVENIENCE STORE WITH GAS (4-5.5K)	945	PER FUEL POSITION	27.04	0.065	18	22.76	0.068	23	41	375.35	0.11	39.87
CONVENIENCE STORE WITH GAS (5.5-10K)	945	PER FUEL POSITION	31.60	0.065	29	26.90	0.068	29	58	440.87	0.15	66.24
TOTAL		PER FUEL POSITION	*21.25*	*0.06*	176	*20.50*	*0.07*	210	386	*317.75*	1.00	279.39

Notes: Convenience Retail and Motor Vehicle Fueling Trip Generation based on the AM and PM Peak of adjacent street traffic per the 11th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for applicable ITE Land Use Codes. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per unit of measure is the sum of the Weighted Trip Generation (WTG). Convenience Store Example: DT = ((62.54 / .062) + (49.11 / 0.060)) = 913.60; TSw = (78 / 346) = 0.23; TGw = (913.60 x 0.23) = 205.96. Convenience Store Trip Generation per 1,000 sq. ft. is the sum of (205.96 + 239.67 + 176.31 + 263.32) = 885.25. Motor Vehicle Fueling Trip Generation per fuel position is the sum of (59.77 + 113.50 + 39.87 + 66.24) = 279.39. The net trip generation rate for Convenience Retail is determined by multiplying the fuel position rate by two positions and subtracting the sum from the convenience store rate per 1,000 sq. ft.: (279.39 x 2) = 558.77; (885.25 - 558.77) = 326.47. ***Average values in the last row are shown in italics for informational purposes only.***

QUICK SERVICE RESTAURANT TRIP GENERATION												
ITE LAND USE	**ITE LAND USE CODE**	**VARIABLE**	**AM PEAK (7 to 9)**	**AM PEAK FACTOR**	**AM NUMBER OF STUDIES**	**PM PEAK (4 to 6)**	**PM PEAK FACTOR**	**PM NUMBER OF STUDIES**	**TOTAL NUMBER OF STUDIES (TS)**	**CALCULATED DAILY TRIPS (DT)**	**WEIGHTED TRIP STUDY (TSw)**	**WEIGHTED TRIP GENERATION (TGw)**
FAST CASUAL RESTAURANT	**930**	**1,000 SQ. FT.**	**1.43**	**0.015**	**1**	**12.55**	**0.074**	**15**	**16**	**132.46**	**0.03**	**4.53**
FAST FOOD WITHOUT DRIVE-THRU	**933**	**1,000 SQ. FT.**	**43.18**	**0.019**	**3**	**33.21**	**0.064**	**8**	**11**	**1395.77**	**0.02**	**32.81**
FAST FOOD WITH DRIVE-THRU	**934**	**1,000 SQ. FT.**	**44.61**	**0.035**	**96**	**33.03**	**0.067**	**190**	**286**	**883.78**	**0.61**	**540.09**
COFFEE DONUT WITHOUT DRIVE-THRU	**936**	**1,000 SQ. FT.**	**93.08**	**0.1**	**25**	**32.29**	**0.044**	**16**	**41**	**832.33**	**0.09**	**72.92**
COFFEE DONUT WITH DRIVE-THRU	**937**	**1,000 SQ. FT.**	**85.88**	**0.1**	**78**	**38.99**	**0.044**	**36**	**114**	**872.47**	**0.24**	**212.52**
TOTAL	**--**	**1,000 SQ. FT.**	***53.64***	***0.054***	**203**	***30.01***	***0.059***	**265**	**468**	***823.36***	**1.00**	**862.86**
NET TRIP GENERATION (BASED ON TGw PER 1,000 SQ. FT. MINUS TGw PER DRIVE-THRU: (862-86 - 507.99) = 354.87												**354.87**

Notes: Quick Service Restaurant Trip Generation based on the AM and PM Peak of adjacent street traffic per 1000 Sq Ft based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Codes 930, 933, 934, 936 and 937. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per 1000 Sq. Ft is the sum of the Weighted Trip Generation (WTG). Fast Casual Restaurant Example: DT = ((1.43/ .015) + (12.55 / 0.074)) = 132.46; TSw = (16 / 468) = 0.03; TGw = (132.46 x 0.03) = 4.53. Quick Service Restaurant Trip Generation per 1000 Sq Ft is the sum of (4.53 + 32.81 + 540.09 + 72.92 + 212.52) = 862.86. The average trip generation associated with drive-thru lanes is 507.99 trips. **The net trip generation is equal to 862.86 minus 507.99 = 354.87**. ***Average values in the last row are shown in italics for informational purposes only.***

AUTOMOTIVE REPAIR ESTABLISHMENT TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (TS)	CALCULATED DAILY TRIPS (DT)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
AUTOMOBILE SALES NEW	840	SERVICE BAY	2.03	0.083	3	2.26	0.082	3	6	26.01	0.10	2.56
TIRE STORE	848	SERVICE BAY	2.10	0.066	9	3.42	0.091	10	19	34.70	0.31	10.81
TIRE SUPERSTORE	849	SERVICE BAY	2.01	0.066	11	3.17	0.091	12	23	32.64	0.38	12.31
QUICK LUBE VEHICLE SHOP	941	SERVICE BAY	3.00	0.083	1	4.85	0.115	10	11	39.16	0.18	7.06
AUTOMOBILE CARE CENTER	942	SERVICE BAY	1.52	0.083	1	2.17	0.115	1	2	18.59	0.03	0.61
TOTAL	--	SERVICE BAY	*2.13*	*0.076*	25	*3.17*	*0.099*	36	61	*30.22*	1.00	33.35

Notes: Vehicle Repair and Service Trip Generation based on the AM and PM Peak of adjacent street traffic per Service Bay based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Codes 848 and 941. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per Service Bay is the sum of the Weighted Trip Generation (WTG). Tire Store Example: DT = ((2.10 / .066) + (3.42 / 0.091)) = 34.70; TSw = (19 / 61) = 0.31; TGw = (34.70 x 0.31) = 10.81. Vehicle Repair and Service Trip Generation per bay is the sum of (2.56 + 10.81 + 12.31 + 7.06 + 0.61) = 33.35. ***Average values in the last row are shown in italics for informational purposes only.***

COMMERCIAL USE DRIVE-THRU TRIP GENERATION

ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (TS)	CALCULATED DAILY TRIPS (DT)	WEIGHTED TRIP STUDY (TSw)	WEIGHTED TRIP GENERATION (TGw)
FAST FOOD WITH DRIVE-THRU NO INDOOR SEATING	935	DRIVE-THRU	43.00	0.035	1	59.50	0.067	6	7	1058.32	0.04	41.16
COFFEE DONUT WITH DRIVE-THRU NO INDOOR SEATING	938	DRIVE-THRU	39.81	0.100	20	15.08	0.044	8	28	370.41	0.16	57.62
BANK WITH DRIVE-THRU	912	DRIVE-THRU	8.54	0.063	36	27.07	0.102	109	145	200.47	0.81	161.49
TOTAL		DRIVE-THRU	*30.45*	*0.066*	57	*33.88*	*0.071*	123	180	*543.07*	1.00	260.27
PHARMACY WITH-OUT DRIVE-THRU	880	1,000 SQ. FT.	2.94	0.033	7	8.51	0.094	13	20	89.81	0.25	22.45
PHARMACY WITH DRIVE-THRU	881	1,000 SQ. FT.	3.74	0.033	21	10.25	0.094	39	60	111.19	0.75	83.39
TOTAL	--	1,000 SQ. FT.	*3.34*	*0.033*	28	*9.38*	*0.094*	52	80	*100.50*	1.00	105.84
NET TRIP GENERATION BASED ON PHARMACY W/ DRIVE-THRU (DT) MINUS PHARMACY W/O DRIVE-THRU (DT) TIMES AVERAGE PHARMACY SQ. FT. PER 1,000: (111.19 - 89.81 = 21.38); (13,000 / 1,000 = 13); (21.38 x 13 = 277.89)												277.89
NET TRIP GENERATION BASED ON AVERAGE OF WEIGHTED DRIVE-THRU & WEIGHTED PHARMACY DRIVE-THRU: (260.27 + 277.89 = 538.16); (538.16 / 2 = 269.08)												269.08
NET TRIP GENERATION BASED ON AVERAGE OF FIVE (5) MINUTE WAIT TIME OVER ONE (1) HOUR DIVIDED BY A WEIGHTED AVERAGE PM PEAK HOUR FACTOR OF 0.0958: (60 / 5 = 12); (12 / 0.0958 = 125.26)												125.26

Notes: Drive-Thru Trip Generation based on the AM and PM Peak of adjacent street traffic per 1000 Sq Ft based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per drive-thru is the sum of the Weighted Trip Generation (WTG). Fast Food with Drive-Thru Example: DT = ((43.00 / .035) + (59.50 / 0.067)) = 1058.32; TSw = (7 / 180) = 0.04; TGw = (1058.32 x 0.04) = 41.16. Drive-Thru Trip Generation is the sum of (41.16 + 57.62 + 161.49) = 260.27. A trip generation per drive-thru was then calculated for pharmacies based on AM and PM peak hour trip generation for a pharmacy with and with-out a drive-thru. The difference in daily trip generation between a pharmacy with and with-out a drive-thru was then calculated. The difference was then calculated for a typically size pharmacy of 13,000 sq. feet. The average of the two drive-thru analysis was then calculated for an average weighted daily trip generation of 269.08 for a drive-thru. The land uses tend to be higher trip generators. A trip generation rate was then calculated assuming 12 vehicles and hour using a drive-thru (5 minutes per vehicle). This average value was then converted to a daily trip generation rate based on the weighted average PM Peak Hour factor for all land uses (0.0958). The new trip generation result is a daily trip generation of 125.26 per drive-thru. This analysis was done to illustrate that the calculated rates did not exceed those of higher trip generating land uses. ***Average values in the last row are shown in italics for informational purposes only.***

FINANCIAL SERVICES DRIVE-THRU TRIP GENERATION												
ITE LAND USE	**ITE LAND USE CODE**	**VARIABLE**	**AM PEAK (7 to 9)**	**AM PEAK FACTOR**	**AM NUMBER OF STUDIES**	**PM PEAK (4 to 6)**	**PM PEAK FACTOR**	**PM NUMBER OF STUDIES**	**TOTAL NUMBER OF STUDIES**	**CALCULATED DAILY TRIPS (TG)**	**TRIP STUDIED (WEIGHTED)**	**TRIP GENERATION (WEIGHTED)**
BANK	**912**	**1,000 SF**	**9.95**	**0.063**	**44**	**21.01**	**0.102**	**114**	**158**	**181.96**	**0.52**	**94.88**
BANK	**912**	**DRIVE-THRU**	**8.54**	**0.063**	**36**	**27.07**	**0.102**	**109**	**145**	**200.47**	**0.48**	**95.94**
TOTAL / *AVERAGE*			***9.25***	**0.063**	**80**	***24.04***	**0.102**	**223**	**303**	***191.22***	**1.00**	**190.82**
ITE LAND USE	**ITE LAND USE CODE**	**VARIABLE**	**WEIGHTED AM PEAK (7 to 9)**	**WEIGHTED AM PEAK FACTOR**	**WEIGHTED AM NUMBER OF STUDIES**	**WEIGHTED PM PEAK (4 to 6)**	**WEIGHTED PM PEAK FACTOR**	**WEIGHTED PM NUMBER OF STUDIES**	**TOTAL NUMBER OF STUDIES**	**WEIGHTED PEAK HOUR TRIPS**	**WEIGHTED PEAK HOUR FACTOR**	**WEIGHTED DAILY TRIPS (DT)**
BANK	**912**	**1,000 SF**	**2.77**	**0.018**	**0.28**	**15.16**	**0.074**	**0.72**	**158**	**17.93**	**0.09**	**196.73**
BANK	**912**	**DRIVE-THRU**	**2.12**	**0.016**	**0.25**	**20.35**	**0.077**	**0.75**	**145**	**22.47**	**0.09**	**243.39**
NET TRIP GENERATION TGw PER BANK DRIVE-THRU MINUS TGw FOR HIGH-IMPACT RETAIL (PER 1,000 SQ. FT.) (243.39 - 106.33) = 137.06												**137.06**

Notes: Bank Drive-Thru Trip Generation based on the AM and PM Peak of adjacent street traffic per room based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Codes 912. The Trip Generation Weight (TGw) is calculated based on daily trips multiplied by Trip Study Weight (TSw). The total trips per room is the sum of the weighted Trip Generation (TGw).

The trip generation per drive-thru is based on the weighted daily trips per drive-thru of 243.39 minus the weighted daily trips per 1,000 sq. ft. for High-Impact Retail Uses 106.33 for a net trip generation of 137.06 (243.39 - 106.33 = 137.06). The mobility fee for the square footage of the Financial Services building is based on the trip generation for High-Impact Retail land uses.

OVERNIGHT LODGING TRIP GENERATION												
ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES (NS)	CALCULATED DAILY	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
HOTEL	310	ROOM	0.46	0.053	28	0.59	0.077	31	59	8.17	0.30	2.46
ALL SUITES HOTEL	311	ROOM	0.34	0.052	9	0.36	0.077	10	19	5.61	0.10	0.54
BUSINESS HOTEL	312	ROOM	0.36	0.071	17	0.31	0.069	24	41	4.78	0.21	1.00
MOTEL	320	ROOM	0.35	0.066	15	0.36	0.071	20	35	5.19	0.18	0.93
RESORT HOTEL	330	ROOM	0.32	0.050	6	0.41	0.050	9	15	7.30	0.08	0.56
TIMESHARE	265	ROOM	0.40	0.060	14	0.63	0.060	13	27	8.58	0.14	1.18
TOTAL	--	--	--	--	89	--	--	107	196	--	1.00	6.67

Notes: Overnight Lodging Trip Generation based on the AM and PM Peak of adjacent street traffic per room based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per room is the sum of the weighted Trip Generation (TGW). Hotel Example: DT = ((0.46 / .053) + (0.59 / 0.077)) = 8.17; TSW = (59 / 196) = 0.30; TGW = (8.17 x 0.30) = 2.46. Hotel Trip Generation: Sum (2.46 + 0.54 + 1.00 + 0.93 + 0.56 +1.18) = 6.67.
Average values in the last row are shown in italics for informational purposes only.

QUICK SERVICE RESTAURANT DRIVE-THRU TRIP GENERATION												
ITE LAND USE	**ITE LAND USE CODE**	**VARIABLE**	**AM PEAK (7 to 9)**	**AM PEAK FACTOR**	**AM NUMBER OF STUDIES**	**PM PEAK (4 to 6)**	**PM PEAK FACTOR**	**PM NUMBER OF STUDIES**	**TOTAL NUMBER OF STUDIES (TS)**	**CALCULATED DAILY TRIPS (DT)**	**WEIGHTED TRIP STUDY (TSw)**	**WEIGHTED TRIP GENERATION (TGw)**
FAST FOOD WITH DRIVE-THRU NO INDOOR SEATING	**935**	**PER DRIVE-THRU**	**43.00**	**0.035**	**1**	**59.50**	**0.067**	**6**	**7**	**1058.32**	**0.20**	**211.66**
COFFEE DONUT WITH DRIVE-THRU NO INDOOR SEATING	**938**	**PER DRIVE-THRU**	**39.81**	**0.100**	**20**	**15.08**	**0.044**	**8**	**28**	**370.41**	**0.80**	**296.33**
TOTAL	**--**	**PER DRIVE-THRU**	***41.41***	***0.07***	**21**	***37.29***	***0.06***	**14**	**35**	***714.36***	**1.00**	**507.99**

Notes: Quick Service Restaurant Drive-Thru Trip Generation based on the AM and PM Peak of adjacent street traffic per 1000 Sq Ft based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Codes 934 and 937. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per drive-thru is the sum of the Weighted Trip Generation (WTG). Fast Food with Drive-Thru Example: DT = ((43.00 / .035) + (59.50 / 0.067)) = 1058.32; TSw = (7 / 35) = 0.20; TGw = (1058.32 x 0.20) = 211.66. Quick Service Restaurant Drive-Thru Trip Generation per lane is the sum of (211.66 + 296.33) = 507.99. ***Average values in the last row are shown in italics for informational purposes only.***

MOBILE RESIDENCE TRIP GENERATION												
ITE LAND USE	ITE LAND USE CODE	VARIABLE	AM PEAK (7 to 9)	AM PEAK FACTOR	AM NUMBER OF STUDIES	PM PEAK (4 to 6)	PM PEAK FACTOR	PM NUMBER OF STUDIES	TOTAL NUMBER OF STUDIES	CALCULATED DAILY	TRIP STUDIED (WEIGHTED)	TRIP GENERATION (WEIGHTED)
MOBILE HOME PARK	420	UNIT	0.39	0.079	9	0.58	0.094	9	18	5.55	0.45	2.50
RV PARK	416	LOT	0.21	0.066	4	0.27	0.071	6	10	3.49	0.25	0.87
RECREATIONAL HOME	260	ROOM	0.22	0.060	6	0.29	0.080	6	12	3.65	0.30	1.09
TOTAL	--	--	--	--	19	--	--	21	40	--	1.00	4.47

Notes: Mobile Residence Trip Generation based on the AM and PM Peak of adjacent street traffic per room based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Trip Study Weight (TSW). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles. The Trip Generation Weight (TGW) is calculated based on daily trips multiplied by Trip Study Weighting. The total trips per room is the sum of the weighted Trip Generation (TGW). RV Park Example: DT = ((0.21 / .066) + (0.27 / 0.071)) = 3.49; TSW = (10 / 40) = 0.25; TGW = (3.49 x 0.50) = 0.87. RV Park Trip Generation: Sum (2.50 + 0.87 + 1.09) = 4.47. ***Average values in the last row are shown in italics for informational purposes only.***

VEHICLE FUELING TRIP GENERATION												
USE	**ITE LAND USE CODE**	**UNIT OF MEASURE**	**AM PEAK (7 to 9)**	**AM PEAK FACTOR**	**AM NUMBER OF STUDIES**	**PM PEAK (4 to 6)**	**PM PEAK FACTOR**	**PM NUMBER OF STUDIES**	**TOTAL NUMBER OF STUDIES (TS)**	**DAILY TRIPS (DT)**	**WEIGHTED TRIP STUDY (TSw)**	**WEIGHTED TRIP GENERATION (TGw)**
GASOLINE SERVICE STATION	**944**	**PER FUEL POSITION**	**10.28**	**0.050**	**53**	**13.91**	**0.075**	**65**	**118**	**195.53**	**0.31**	**59.77**
CONVENIENCE STORE WITH GAS (2-4K)	**945**	**PER FUEL POSITION**	**16.06**	**0.062**	**76**	**18.42**	**0.071**	**93**	**169**	**259.23**	**0.44**	**113.50**
CONVENIENCE STORE WITH GAS (4-5.5K)	**945**	**PER FUEL POSITION**	**27.04**	**0.065**	**18**	**22.76**	**0.068**	**23**	**41**	**375.35**	**0.11**	**39.87**
CONVENIENCE STORE WITH GAS (5.5-10K)	**945**	**PER FUEL POSITION**	**31.60**	**0.065**	**29**	**26.90**	**0.068**	**29**	**58**	**440.87**	**0.15**	**66.24**
TOTAL		**PER FUEL POSITION**	***21.25***	***0.06***	**176**	***20.50***	***0.07***	**210**	**386**	***317.75***	**1.00**	**279.39**
NET TRIP GENERATION (CONVENIENCE STORE TRIP GENERATION PER 1,000 SQ. FT. MINUS TRIPS PER AVERAGE FUEL POSITIONS PER STORE: (605.86 / 8) = 75.73; (279.39 - 75.73) = 203.65												**203.65**

Notes: Motor Vehicle Fueling Trip Generation based on the AM and PM Peak of adjacent street traffic per the 11th Edition of the ITE Trip Generation Manual. The total number of studies (TS) conducted for the AM and PM Peaks are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the average of the AM Peak divided by the AM Peak factor and the PM Peak divided by the PM Peak factor. AM and PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for applicable ITE Land Use Codes. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips per unit of measure is the sum of the Weighted Trip Generation (WTG). Gasoline Service Station Example: DT = ((10.28 / .050) + (13.91 / 0.075)) = 195.53; TSw = (118 / 386) = 0.31; TGw = (195.53 x 0.31) = 59.77. Motor Vehicle Fueling Trip Generation per 1,000 sq. ft. is the sum of (59.77 + 113.50 + 39.87 + 66.24) = 279.39. The following are the average number of fueling positions per ITE Code: 944: 8; 945 (2-4k): 4; 945 (4-5.5K): 12; 945 (5.5-10k): 20. The average fuel positions were then multiplied by weighted trip studies per ITE Code (944: (8 x 0.31) = 2.45; 945 (2-4k): (4 x 0.44) = 1.75; 945 (4-5.5K): (12 x 0.11) = 1.27; 945 (5.5-10k): (20 x 0.15) = 3.01) The average over all ITE uses was 8 fuel positions (2.44 + 1.75 + 1.27 + 3.01). To determine a share of trips attributable per fuel position, the net trip generation per 1,000 sq. ft. for convenience stores was divided by 8. (605.86 / 8) = 75.73. The convenience store trips per position were subtracted from trips per fuel position (279.39 - 75.73) = 203.65.

Average values in the last row are shown in italics for informational purposes only.

VEHICLE CLEANING TRIP GENERATION								
NUMBER OF STUDIES								
ITE LAND USE	**ITE LAND USE CODE**	**UNIT OF MEASURE**	**PM PEAK (4 to 6)**	**PM PEAK FACTOR**	**NUMBER OF STUDIES / UNITS**	**CALCULATED DAILY TRIPS (DT)**	**WEIGHTED TRIP STUDY (TSw)**	**WEIGHTED TRIP GENERATION (TGw)**
SELF SERVICE CAR WASH	**947**	**STALL**	**5.54**	**0.087**	**6**	**63.68**	**0.60**	**38.21**
AUTOMATED CAR WASH	**948**	**TUNNEL**	**77.50**	**0.087**	**3**	**890.80**	**0.30**	**267.24**
CAR WASH & DETAIL CENTER	**949**	**STALL**	**13.60**	**0.087**	**1**	**156.32**	**0.10**	**15.63**
TOTAL	**--**	**--**	**--**	**--**	**10**	**--**	**1.00**	**321.08**
NUMBER OF UNITS								
SELF SERVICE CAR WASH	**947**	**STALL**	**5.54**	**0.087**	**7**	**445.75**	**0.58**	**260.02**
CAR WASH & DETAIL CENTER	**949**	**STALL**	**13.60**	**0.087**	**5**	**781.61**	**0.42**	**325.67**
TOTAL	**--**	**--**	**--**	**--**	**12**	**--**	**1.00**	**585.69**

Notes: Car Wash Trip Generation based on the PM Peak of adjacent street traffic per unit of measure based on the 11th Edition of the ITE Trip Generation Manual due to the limited number of daily studies. The total number of studies (TS) conducted for the PM Peak are used to calculate a Weighted Trip Study (TSw). The Daily Trips (DT) generation is based on the PM Peak divided by the PM Peak factor. PM Peak factors based on the 11th Edition ITE Trip Generation Manual Vehicle Time of Day Distribution for Vehicles for ITE Land Use Codes 949. The Weighted Trip Generation Weight (TGw) is calculated based on Daily Trips multiplied by Weighted Trip Study. The total trips is the sum of the Weighted Trip Generation (WTG). Self-Service Car Wash Example: DT = ((5.54 / .087) = 63.68; TSw = (6 / 10) = 0.60; TGw = (63.68 x 0.60) = 38.21. Car Wash Trip Generation is the sum of (38.21 + 267.24 + 15.63) = 321.08. Automated car washed typically feature one (1) lane and one (1) tunnel. Some high volume car washes will feature two (2) or (3) approach lanes. Self service or full service car washes may feature between four (4) and eight (8) stalls. The high volume car washes will feature multiple finishing stations for vacuuming and detailing vehicles. An additional analysis based on total units of measure was performed to illustrate that on a daily trip basis, car washes produce similar results for the facility as a whole. For car washes with a tunnel system, the trip generation would also apply to every three (3) finishing stations based on TGw divided by Average Number of Stalls multiplied by three (3): (585.69 / 6 = 97.61); (97.61 x 3 = 328.02). Accounting for the number of finishing stations levels the trip generation between self service and automated car washes. For automated stations, the trip generation would also include 321.08 trip per five (5) finishing stations.

APPENDIX K

Person Travel Demand per Use (PTDu)

APPENDIX K: PERSON TRAVEL DEMAND (PTD)										
LAND USE CATEGORIES (DARK GREY), USE CLASSIFICATIONS, & REPRESENTATIVE USES (IN PARENTHESES)	UNIT OF MEASURE (UOM)	TRIP GENERATION (TG)	% NEW TRIPS (NT)	VEHICLE TRAVEL LENGTH (VTL)	LIMITED ACCESS EVALUATION FACTOR (LAEf)	ORIGIN DESTINATION FACTOR (ODf)	VEHICLE MILES OF TRAVEL (VMT)	PERSON MILES OF TRAVEL FACTOR (PMTf)	PERSON TRAVEL DEMAND (PTD)	TRIP PURPOSE ID
Residential Uses										
Residential Dwelling (attached, detached, duplex, group, row, multiple-family, single-family)	per 1,000 Sq. Ft.	5.62	1.00	3.86	0.754	0.50	8.18	1.61	13.17	5
Institutional Uses										
Community Serving (Center, Club, Clubhouse, Lodge, Museum, Performance Venues, Place of Assembly or Worship)	per 1,000 Sq. Ft.	5.52	0.90	3.90	0.754	0.50	7.30	1.28	9.35	20
Long Term Care (Adult Day Care, Assisted Living, Continuum of Care Facility, Group Care, Nursing Home)	per 1,000 Sq. Ft.	6.68	0.70	3.82	0.754	0.50	6.73	1.53	10.30	45
Private Education (Afterschool, Child Care or Day Care, K-12, Pre-K, Trade School, Tutor)	per 1,000 Sq. Ft.	9.82	0.50	4.64	0.754	0.50	8.59	1.58	13.57	50
Commercial Recreation Facility Uses										
Outdoor Recreation (Courts, Fields, Fitness, Golf, Multi-Purpose, Sports)	per Acre	27.43	1.00	3.82	0.754	0.50	39.50	1.73	68.34	40
Indoor Recreation (Fitness, Gym, Health, Indoor Amusement, Entertainment or Sports, Kids Activities or Fitness)	per 1,000 Sq. Ft.	24.86	0.80	3.82	0.754	0.50	28.64	1.73	49.55	40
Industrial Uses										
Industrial (Heavy, Flex-Unit, Light, Micro-brewery, Self or Outdoor Storage, Utilities)	per 1,000 Sq. Ft.	3.69	1.00	4.21	0.754	0.50	5.86	1.22	7.15	10
Office Uses										
Business (Business, Profession and Occupation, Business or Professional Service, Higher Education, Hospital)	per 1,000 Sq. Ft.	11.58	0.70	4.21	0.754	0.50	12.87	1.22	15.70	10
Medical or Dental (Clinic, Dental, Health Service, Laboratory, Emergency Care, Rehab, Veterinary)	per 1,000 Sq. Ft.	32.84	0.60	3.74	0.754	0.50	27.78	1.29	35.84	55
Retail Sales and Service Uses										
Retail (Discount, Large Scale, Nursery, Personal Services, Sales & Services, Superstore, Variety, Vehicle Sales)	per 1,000 Sq. Ft.	42.00	0.40	3.37	0.754	0.50	21.34	1.27	27.11	25
High Impact Retail (Drinking Establishment, Financial Service, Full Service Restaurant, Grocery, Package Liquor, Pharmacy)	per 1,000 Sq. Ft.	106.33	0.25	3.48	0.754	0.50	34.88	1.41	49.17	30
Convenience Retail (Convenience Store, Gas or Service Station)	per 1,000 Sq. Ft.	605.86	0.15	3.68	0.754	0.50	126.08	1.24	156.34	15
Quick Service Restaurant (Carry Out, Delivery Oriented, Drive-In, Fast Casual, Fast Food)	per 1,000 Sq. Ft.	354.87	0.20	3.73	0.754	0.50	99.80	1.47	146.71	35
Non-Residential Additive Uses (All uses are additive except mobile residence and overnight lodging)										
Automotive Repair Establishment (Major or Minor Repair, Tires)	per Bay or Stall	33.35	0.40	3.68	0.754	0.50	18.51	1.24	22.95	15
Commercial Use Drive-Thru (Convenience, Dry Cleaner, High Impact Retail, Retail)	per Lane	125.26	0.25	3.48	0.754	0.50	41.08	1.41	57.93	30
Financial Service Drive-Thru Lane or Free-Standing ATM (Banks, Credit Unions, Other Financial)	per Lane / ATM	137.06	0.30	3.68	0.754	0.50	57.05	1.24	70.74	15
Overnight Lodging (B&B, Hotel, Motel, Short Term Vacation Rental)	per Room	6.67	0.70	3.86	0.754	0.50	6.79	1.61	10.94	5
Quick Service Restaurant Drive Thru	per Lane	507.99	0.15	3.73	0.754	0.50	107.15	1.47	157.51	35
Mobile Residence (Mobile Home (MH), Recreational Vehicle (RV), Travel Trailer (TT), MH, RV, and / or TT Park)	per Space / Lot	4.47	0.70	3.86	0.754	0.50	4.55	1.61	7.33	5
Vehicle Charging or Fueling (Commercial Facility which requires Membership or Payment)	per Charging or Fueling Position	203.65	0.10	3.68	0.754	0.50	28.25	1.24	35.03	15
Vehicle Cleaning (Automated, Carwash, Detailing, Self-Service, Wash, Wax)	per Lane or Stall plus per five (5) Stations	321.08	0.10	3.68	0.754	0.50	44.55	1.24	55.24	15

Note: Trip Purpose ID corresponds to Appendix L. Vehicle travel length and Person Miles of Travel are obtained from Trip Purpose Appendix L.

APPENDIX L

2022 National Household Travel Survey Data: Trip Purpose

APPENDIX L: NATIONAL HOUSEHOLD TRAVEL SURVEY (NHTS) TRIP PURPOSE										
ID	TRIP PURPOSE	PERSON TRIPS (PT)	PERSON TRIP FACTOR (PTf)	PERSON MILES OF TRAVEL (PMT)	PERSON MILES OF TRAVEL FACTOR (PMTf)	PERSON TRIP LENGTH (PTL)	VEHICLE TRIPS (VT)	VEHICLE MILES OF TRAVEL (VMT)	VEHICLE TRIP LENGTH (VTL)	VEHICLE OCCUPANCY (VO)
5	HOME	4,077,137,371	1.76	14,428,511,809	1.61	3.54	2,318,432,298	8,951,468,620	3.86	1.23
10	WORK	829,551,714	1.24	3,859,401,570	1.21	4.65	669,398,667	3,191,471,272	4.77	1.11
15	PERSONAL ERRANDS	1,018,647,973	1.45	3,218,551,536	1.24	3.16	703,125,550	2,590,454,329	3.68	1.57
20	COMMUNITY SERVING	252,365,235	2.34	820,564,285	1.44	3.25	107,818,479	570,008,450	5.29	1.57
25	BUY GOODS / ERRANDS	2,409,133,717	1.53	6,725,711,638	1.27	2.79	1,571,530,157	5,295,220,608	3.37	1.46
30	BUY GOODS / MEALS / ERRANDS	3,367,318,756	1.58	10,436,170,065	1.41	3.10	2,129,740,534	7,405,489,100	3.48	1.54
35	BUY MEALS / ERRANDS	1,976,833,012	1.57	6,929,009,963	1.47	3.51	1,261,335,927	4,700,722,820	3.73	1.63
40	EXERCISE / RECREATION / ENTERTAINMENT	1,113,681,408	4.12	3,226,235,756	2.87	2.90	270,338,373	1,124,323,313	4.16	2.13
45	HOME / FAMILY CARE	4,079,877,727	1.76	14,431,432,698	1.61	3.54	2,319,878,177	8,953,214,516	3.86	1.62
50	SCHOOL / COMMUNITY SERVICE / FAMILY CARE	913,659,810	1.93	3,473,235,486	1.58	3.80	473,267,051	2,197,012,109	4.64	1.86
55	MEDICAL / DENTAL / WORK	981,842,482	1.27	4,522,037,671	1.25	4.61	773,565,109	3,616,335,988	4.67	1.31

Source: 2022 National Household Travel Survey (NHTS). Summary of Trip Purpose for South Atlantic MSA/CMSA with more than 1 million population and heavy rail. Average of trips based on trip lengths of 10 Miles or Less.

APPENDIX M

Palm Beach County: Household Travel

APPENDIX M: PALM BEACH COUNTY HOUSEHOLD TRAVEL BY DISTANCE (2019 TO 2024)

Date	Population Staying at Home	Population Not Staying at Home	Number of Trips	Number of Trips <1 Mile	Number of Trips 1-3 Miles	Number of Trips 3-5 Miles	Number of Trips 5-10 Miles	Number of Trips 10-25 Miles	Number of Trips Less than 3 Miles	Number of Trips Less than 5 Miles	Number of Trips Less than 10 Miles	Number of Trips Greater Than 25 Miles
2019	246,603	1,250,167	1,976,653,026	508,039,303	470,246,877	249,542,718	330,281,448	299,091,085	978,286,180	1,227,828,898	1,558,110,346	119,451,595
2020	354,155	1,142,615	1,632,223,205	447,783,662	417,138,910	206,849,557	248,266,992	209,015,689	864,922,572	1,071,772,129	1,320,039,121	103,168,395
2021	310,656	1,186,114	1,846,273,174	567,784,350	438,366,484	228,390,267	279,238,689	230,400,379	1,006,150,834	1,234,541,101	1,513,779,790	102,093,005
2022	300,016	1,196,754	1,926,996,168	566,356,409	435,443,043	245,758,922	309,206,851	254,808,118	1,001,799,452	1,247,558,374	1,556,765,225	115,422,825
2023	310,371	1,186,399	2,139,761,412	633,389,237	495,290,101	266,919,241	336,085,680	285,552,745	1,128,679,338	1,395,598,579	1,731,684,259	122,524,408
2024	297,979	1,198,791	341,330,555	104,792,245	76,970,176	41,058,056	52,414,142	46,679,986	181,762,421	222,820,477	275,234,619	19,415,950
Total			9,863,237,540	2,828,145,206	2,333,455,591	1,238,518,761	1,555,493,802	1,325,548,002	5,161,600,797	6,400,119,558	7,955,613,360	582,076,178
Percentage			100.00%	28.67%	23.66%	12.56%	15.77%	13.44%	52.33%	64.89%	80.66%	5.90%
Average			1,904,381,397	544,670,592	451,297,083	239,492,141	300,615,932	255,773,603	995,967,675	1,235,459,816	1,536,075,748	112,532,046
Percentage			100.00%	28.60%	23.70%	12.58%	15.79%	13.43%	52.30%	64.87%	80.66%	5.91%

Note: The total trips by distance, the percentage of total trips, the total trips and percentage less than 5 miles, less than 10 miles and more than twenty five miles was prepared by NUE Urban Concepts, LLC as of April 2024. The data for the years 2019 thru 2023 are total household trips for the entire year.

Source: U.S. Department of Transportation (DOT) Bureau of Transportation Statistics (BTS). Trips by Distance –Palm Beach County, FL (Federal Information Processing Standard (FIPS) Code 12099): The Trips by Distance data and number of people staying home and not staying home are estimated for the Bureau of Transportation Statistics by the Maryland Transportation Institute and Center for Advanced Transportation Technology Laboratory at the University of Maryland. The travel statistics are produced from an anonymized national panel of mobile device data from multiple sources. All data sources used in the creation of the metrics contain no personal information. Data analysis is conducted at the aggregate national, state, and county levels. Trips are defined as movements that include a stay of longer than 10 minutes at an anonymized location away from home. Home locations are imputed on a weekly basis. A movement with multiple stays of longer than 10 minutes before returning home is counted as multiple trips. Trips capture travel by all modes of transportation. including driving, rail, transit, and air. Website: https://data.bts.gov/Research-and-Statistics/Trips-by-Distance-County/p3sz-y9us/about_data

APPENDIX N

Mobility Fee Schedule

APPENDIX N: MOBILITY FEE		
LAND USE CATEGORIES (DARK GREY), USE CLASSIFICATIONS, & REPRESENTATIVE USES (IN PARENTHESES)	UNIT OF MEASURE (UOM)	2025 MOBILITY FEE
Residential Uses		
Residential Dwelling (attached, detached, duplex, group, row, multiple-family, single-family)	per 1,000 Sq. Ft.	$3,659
Institutional Uses		
Community Serving (Center, Club, Clubhouse, Lodge, Museum, Performance Venues, Place of Assembly or Worship)	per 1,000 Sq. Ft.	$2,598
Long Term Care (Adult Day Care, Assisted Living, Continuum of Care Facility, Group Care, Nursing Home)	per 1,000 Sq. Ft.	$2,863
Private Education (Afterschool, Child Care or Day Care, K-12, Pre-K, Trade School, Tutor)	per 1,000 Sq. Ft.	$3,771
Commercial Recreation Facility Uses		
Outdoor Recreation (Courts, Fields, Fitness, Golf, Multi-Purpose, Sports)	per Acre	$18,992
Indoor Recreation (Fitness, Gym, Health, Indoor Amusement, Entertainment or Sports, Kids Activities or Fitness)	per 1,000 Sq. Ft.	$13,770
Industrial Uses		
Industrial (Heavy, Flex-Unit, Light, Micro-brewery, Self or Outdoor Storage, Utilities)	per 1,000 Sq. Ft.	$1,986
Office Uses		
Business (Business, Profession and Occupation, Business or Professional Service, Higher Education, Hospital)	per 1,000 Sq. Ft.	$4,362
Medical or Dental (Clinic, Dental, Health Service, Laboratory, Emergency Care, Rehab, Veterinary)	per 1,000 Sq. Ft.	$9,960
Retail Sales and Service Uses		
Retail (Discount, Large Scale, Nursery, Personal Services, Sales & Services, Superstore, Variety, Vehicle Sales)	per 1,000 Sq. Ft.	$7,533
High Impact Retail (Drinking Establishment, Financial Service, Full Service Restaurant, Grocery, Package Liquor, Pharmacy)	per 1,000 Sq. Ft.	$13,666
Convenience Retail (Convenience Store, Gas or Service Station)	per 1,000 Sq. Ft.	$43,449
Quick Service Restaurant (Carry Out, Delivery Oriented, Drive-In, Fast Casual, Fast Food)	per 1,000 Sq. Ft.	$40,773
Non-Residential Additive Uses (All uses are additive except mobile residence and overnight lodging)		
Automotive Repair Establishment (Major or Minor Repair, Tires)	per Bay or Stall	$6,378
Commercial Use Drive-Thru (Convenience, Dry Cleaner, High Impact Retail, Retail)	per Lane	$16,099
Financial Service Drive-Thru Lane or Free-Standing ATM (Banks, Credit Unions, Other Financial)	per Lane / ATM	$19,658
Overnight Lodging (B&B, Hotel, Motel, Short Term Vacation Rental)	per Room	$3,040
Quick Service Restaurant Drive Thru	per Lane	$43,774
Mobile Residence (Mobile Home (MH), Recreational Vehicle (RV), Travel Trailer (TT), MH, RV, and / or TT Park)	per Space / Lot	$2,037
Vehicle Charging or Fueling (Commercial Facility which requires Membership or Payment)	per Charging or Fueling Position	$9,736
Vehicle Cleaning (Automated, Carwash, Detailing, Self-Service, Wash, Wax)	per Lane or Stall plus per five (5) Stations	$15,351

APPENDIX O

Bedrooms & Household Vehicles

APPENDIX O: VILLAGE OF PALM SPRINGS VEHICLE AVAILABILITY & BEDROOMS BY TENURE					
VEHICLE AVAILABILITY BY HOUSEHOLD			**NUMBER OF BEDROOMS BY HOUSEHOLD**		
Owner occupied:	**4,135**	**Number of Bedrooms**	**Owner occupied:**	**4,135**	**Vehicles Available**
No vehicle available	168	0	No bedroom	28	0
1 vehicle available	1,338	0, 1 & 2	1 bedroom	451	0 & 1
2 vehicles available	1,581	2 & 3	2 bedrooms	1,259	1 & 2
3 vehicles available	719	3 & 4	3 bedrooms	1,987	2 & 3
4 vehicles available	191	4	4 bedrooms	306	3 & 4
5 or more vehicles available	138	5 or More	5 or more bedrooms	104	5 or More
Renter occupied:	**4,592**	**Number of Bedrooms**	**Renter occupied:**	**4,592**	**Vehicles Available**
No vehicle available	357	0	No bedroom	74	0
1 vehicle available	1,778	0, 1 & 2	1 bedroom	1,058	0 & 1
2 vehicles available	1,791	2 & 3	2 bedrooms	2,710	1 & 2
3 vehicles available	427	3 & 4	3 bedrooms	657	3 & 4
4 vehicles available	145	3 & 4	4 bedrooms	61	4 & 5
5 or more vehicles available	94	5	5 or more bedrooms	32	5

American Community Survey (2023) U.S. Census Bureau. Tenure by Vehicles Available (Table ID B25044; Dataset ACSDTS5Y2023) Tenure by Bedrooms (Table ID: B25042, Dataset ACSDT5Y2023)

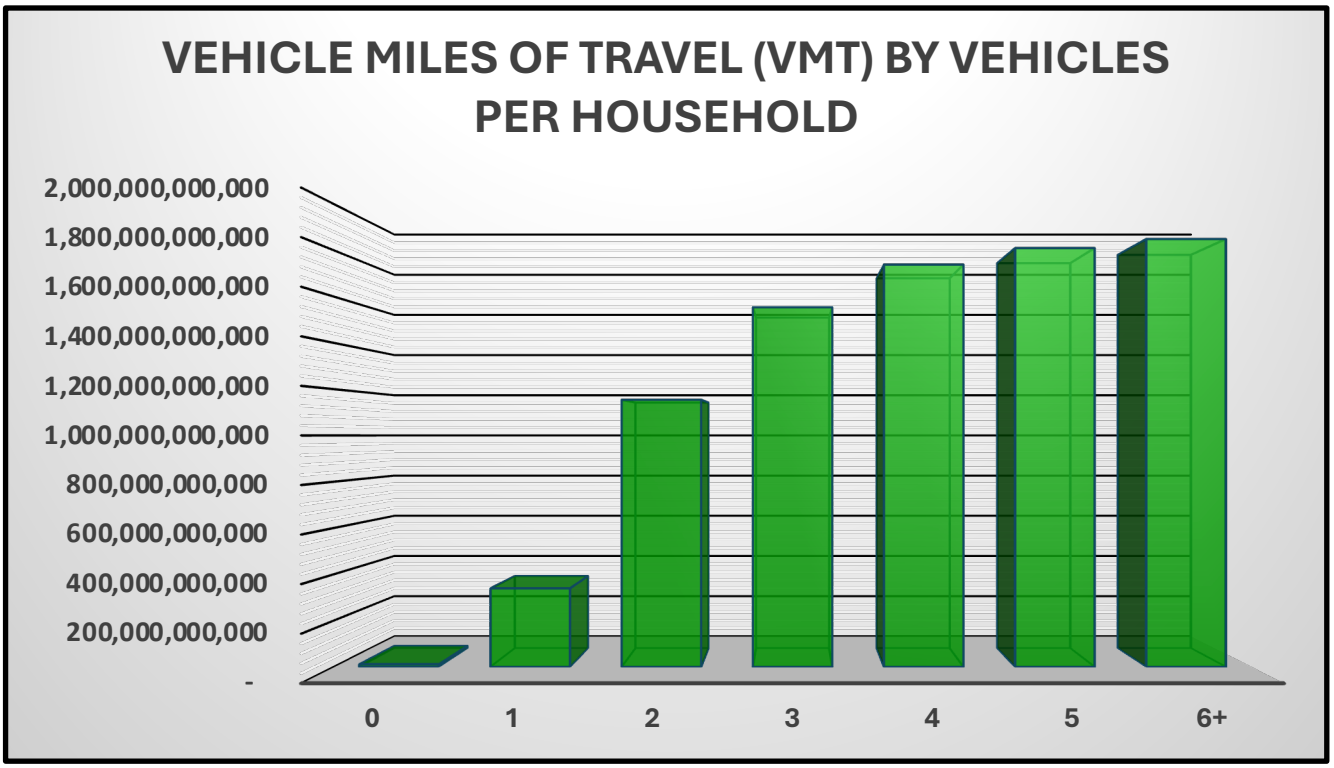
APPENDIX O: VILLAGE OF PALM SPRINGS RESIDENTIAL SIZE AND BEDROOMS				
SINGLE FAMILY DETACHED RESIDENTIAL				
SQUARE FOOTAGE THRESHOLDS	UNITS	BEDS	SQ. FT.	BEDS PER UNIT
UNDER 750	139	260	80,071	1.87
750 to 1,000	342	779	302,879	2.28
1,001 to 1,250	664	1,769	755,860	2.66
1,251 to 1,500	662	1,946	907,573	2.94
1,501 to 2,000	754	2,336	1,276,044	3.10
2,001 to 2,500	175	604	385,250	3.45
2,501 to 3,000	47	167	126,203	3.55
ABOVE 3,000	20	81	69,111	4.05
TOTAL	2,803	7,942	3,902,991	2.83
Palm Beach County Property Appraiser (2025)				
CONDOS				
SQUARE FOOTAGE THRESHOLDS	UNITS	BEDS	SQ. FT.	BEDS PER UNIT
UNDER 750	688	688	454,121	1.00
750 to 1,000	1,347	2,181	1,161,731	1.62
1,001 to 1,250	120	303	137,200	2.53
ABOVE 1,250	7	14	9,973	2.00
TOTAL	2,162	3,186	1,763,025	1.47
Palm Beach County Property Appraiser (2025)				
TOWNHOMES				
SQUARE FOOTAGE THRESHOLDS	UNITS	BEDS	SQ. FT.	BEDS PER UNIT
UNDER 1,000	166	332	157,712	2.00
1,001 to 1,250	778	1,575	924,934	2.02
1,251 to 1,500	361	867	474,127	2.40
ABOVE 1,500	696	2,088	1,112,208	3.00
TOTAL	2,001	4,862	2,668,981	2.43
Palm Beach County Property Appraiser (2025)				

APPENDIX P

2022 National Household Travel Survey: Household Vehicles

APPENDIX W: VEHICLE TRAVEL BY VEHICLES PER HOUSEHOLD				
VEHICLES PER HOUSEHOLD	VEHICLE MILES OF TRAVEL (VMT)	NUMBER OF VEHICLES	VEHICLE MILES OF TRAVEL (VMT) BY VEHICLE	VEHICLE TRIPS
0	11,372,173,826	10,712,489	1,062	1,218,005,495
1	339,528,289,749	52,983,526	6,408	37,848,465,640
2	1,153,966,493,312	101,330,783	11,388	107,495,730,889
3	1,553,440,953,418	118,190,063	13,144	139,181,106,950
4	1,737,878,563,271	124,442,056	13,965	154,665,877,904
5	1,809,057,731,375	126,252,817	14,329	158,697,931,515
6+	1,848,031,458,832	127,544,707	14,489	160,953,195,395

Source: 2022 National Household Travel Survey (NHTS)



APPENDIX Q

Mobility Fee Comparison

APPENDIX Q: VILLAGE MOBILITY FEE COMPARED WITH COUNTY ROAD IMPACT FEE	VILLAGE OF PALM SPRINGS (VPS)		PALM BEACH COUNTY (PBC)		COMPARISON	
LAND USE CATEGORIES (DARK GREY), USE CLASSIFICATIONS, & REPRESENTATIVE USES (IN PARENTHESES)	UNIT OF MEASURE (UOM)	2025 MOBILITY FEE	EXISTING UNIT OF MEASURE (UOM)	EXISTING ROAD IMPACT FEE	HIGHER OR LOWER	% DIFFERENCE
Residential Uses						
Residential Dwelling (attached, detached, duplex, group, row, multiple-family, single-family)	per 1,000 Sq. Ft.	$3,659	per residential unit	$5,597.40	Lower	-34.6%
Single Family Detached Example (1,500 sq. ft.)	*per 1,000 Sq. Ft.*	*$5,489*	*per residential unit*	*$5,597.40*	Lower	-1.9%
Mult-Family Residential Apartment Example (900 sq. ft.)	*per 1,000 Sq. Ft.*	$3,293	*per residential unit*	$3,537.80	Lower	-6.9%
Institutional Uses						
Community Serving (Center, Club, Clubhouse, Lodge, Museum, Performance Venues, Place of Assembly or Worship)	per 1,000 Sq. Ft.	$2,598	per 1,000 sq. ft.	$2,673.60	Lower	-2.8%
Long Term Care (Adult Day Care, Assisted Living, Continuum of Care Facility, Group Care, Nursing Home)	per 1,000 Sq. Ft.	$2,863	per bed	$677.02	Higher	*322.9%*
Assisted Living Facility Example (County conversion to per 1,000 sq. ft. based on 5 beds per 1,000 sq. ft.)	*per 1,000 Sq. Ft.*	*$3,771*	*per 1,000 Sq. Ft.*	*$3,385.10*	*Higher*	*11.4%*
Private Education (Afterschool, Child Care or Day Care, K-12, Pre-K, Trade School, Tutor)	per 1,000 Sq. Ft.	$3,771	per student	$530.10	Higher	*611.4%*
Private Education Example (County conversion to per 1,000 sq. ft. based on 7 students per 1,000 sq. ft.)	*per 1,000 Sq. Ft.*	*$3,771*	*per 1,000 Sq. Ft.*	*$3,710.70*	*Higher*	*1.6%*
Commercial Recreation Facility Uses						
Outdoor Recreation (Courts, Fields, Fitness, Golf, Multi-Purpose, Sports)	per Acre	$18,992	per court	$12,196.40	Higher	*55.7%*
Outdoor Recreation Example (County conversion to acres based on 2 courts per acre)	*per Acre*	*$18,992*	*per Acre*	*$24,392.80*	*Lower*	-22.1%
Indoor Recreation (Fitness, Gym, Health, Indoor Amusement, Entertainment or Sports, Kids Activities or Fitness)	per 1,000 Sq. Ft.	$13,770	per 1,000 sq. ft.	$14,425.75	Lower	-4.5%
Industrial Uses						
Industrial (Heavy, Flex-Unit, Light, Micro-brewery, Self or Outdoor Storage, Utilities)	per 1,000 Sq. Ft.	$1,986	per 1,000 sq. ft.	$1,987.75	Higher	*-0.1%*
Office Uses						
Business (Business, Profession and Occupation, Business or Professional Service, Higher Education, Hospital)	per 1,000 Sq. Ft.	$4,362	per 1,000 sq. ft.	$4,464.26	Lower	-2.3%
Medical or Dental (Clinic, Dental, Health Service, Laboratory, Emergency Care, Rehab, Veterinary)	per 1,000 Sq. Ft.	$9,960	per 1,000 sq. ft.	$10,308.45	Lower	-3.4%

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Retail Sales and Service Uses						
Retail (Discount, Large Scale, Nursery, Personal Services, Sales & Services, Superstore, Variety, Vehicle Sales)	per 1,000 Sq. Ft.	$7,533	per 1,000 sq. ft.	$7,906.85	Lower	-4.7%
High Impact Retail (Drinking Establishment, Financial Service, Full Service Restaurant, Grocery, Package Liquor, Pharmacy)	per 1,000 Sq. Ft.	$13,666	per 1,000 sq. ft.	$14,836.87	Lower	-7.9%
Convenience Retail (Convenience Store, Gas or Service Station)	per 1,000 Sq. Ft.	$43,449	per 1,000 sq. ft.	$48,334.10	Lower	-10.1%
Quick Service Restaurant (Carry Out, Delivery Oriented, Drive-In, Fast Casual, Fast Food)	per 1,000 Sq. Ft.	$40,773	per 1,000 sq. ft.	$40,105.46	Higher	1.7%
Non-Residential Additive Uses (All uses are additive except mobile residence and overnight lodging)						
Automotive Repair Establishment (Major or Minor Repair, Tires)	per Bay or Stall	$6,378	per bay	$6,340.97	Higher	*0.6%*
Commercial Use Drive-Thru (Convenience, Dry Cleaner, High Impact Retail, Retail)	per Lane	$16,099	--	--	--	
Financial Service Drive-Thru Lane or Free-Standing ATM (Banks, Credit Unions, Other Financial)	per Lane / ATM	$19,658	--	--	--	
Overnight Lodging (B&B, Hotel, Motel, Short Term Vacation Rental)	per Room	$3,040	per room	$2,329.67	Higher	*30.5%*
Quick Service Restaurant Drive Thru	per Lane	$43,774	--	--	--	
Mobile Residence (Mobile Home (MH), Recreational Vehicle (RV), Travel Trailer (TT), MH, RV, and / or TT Park)	per Space / Lot	$2,037	per unit	$1,970.30	Higher	*3.4%*
Vehicle Charging or Fueling (Commercial Facility which requires Membership or Payment)	per Charging or Fueling Position	$9,736	per position	$7,954.35	Higher	*22.4%*
Vehicle Cleaning (Automated, Carwash, Detailing, Self-Service, Wash, Wax)	per Lane or Stall plus per five (5) Stations	$15,351	per bay	$6,913.15	Higher	*122.1%*

This is the Last Page in the

Village of Palm Springs

Mobility Fee
Technical Report

June 2025

Prepared By:

NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES

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VILLAGE OF PALM SPRINGS

2045 MOBILITY PLAN

DRAFT

February 2025






GO Palm Springs MOBILITY Plan and Fee

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

MOBILITY COHORT

DDEC

Further reading: A technical report has been prepared to document the legal basis for the mobility fee.



Jonathan B. Paul, AICP | Principal
NUE Urban Concepts
2000 PGA Blvd, Suite 4440
Palm Beach Gardens, Florida, 33408
Phone: 833-NUC-8484
Email:
nueurbanconcepts@gmail.com
www.nueurbanconcepts.com



Uyen Dang, PE | Principal
DDEC, LLC
250 Royal Ct
Delray Beach, FL 33444
Phone: 813-380-6574
Email: uyen@ddec.com
www.ddec.com



MOBILITY COHORT

Contents

Sections:

Section 1	Introduction
Section 2	Mobility Planning
Section 3	Mobility Fee
Section 4	Complete Streets
Section 5	Vision Zero
Section 6	2045 Mobility Plan
Section 7	Next Steps

Maps:

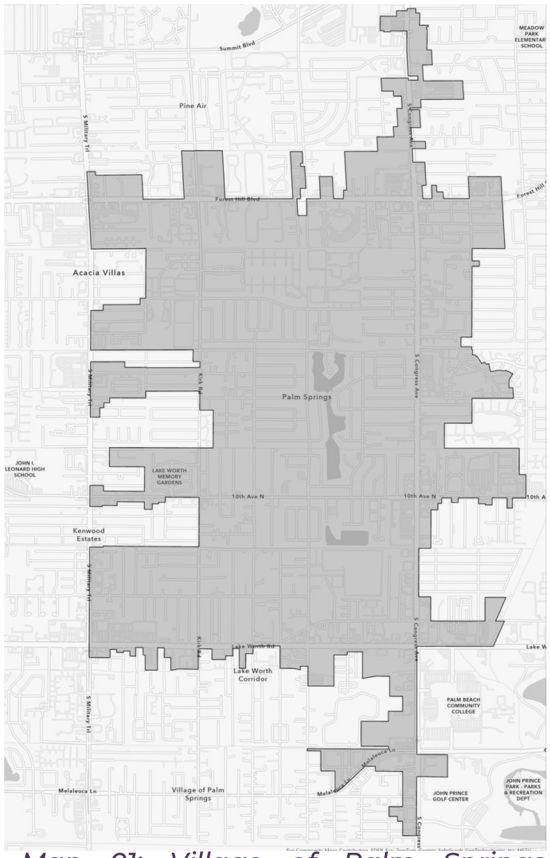
Map A	Bicycle Masterplan
Map B	Roadway Map
Map C	Multi-modal Plan
Map D	Transit Plan

Appendices:

Appendix A	Roadway Plan
Appendix B	Multi-modal Plan
Appendix C	Plan Program

SECTION 1
INTRODUCTION





Map 01: Village of Palm Springs Municipal Boundary

The Village of Palm Springs sits in central Palm Beach County, Florida, adjacent to Greenacres, Lake Worth Beach, Lake Clarke Shores, and West Palm Beach. With easy access to Palm Beach International Airport, Palm Beach County Park/Lantana Airport, Lake Worth Tri-Rail Station and Interstate 95, the Village is well connected with the greater South Florida region.

Background

Over the years, the Village and region have experienced significant growth and development. The resulting land use patterns and transportation demand have consequently stressed the existing area and affected how locals navigate their Village. With the increase in population surrounding the Village and an upcoming large-scale multifamily housing projects along Congress Ave and Forest Hill Blvd, the Village has and will continue to face challenges related to traffic congestion, safety, and quality of life. In response to these challenges, the Village of Palm Springs is implementing a Mobility Plan and Mobility Fee aimed at accommodating this growth and development, reducing traffic congestion, and promoting sustainable mobility options. The Mobility Plan focuses on improving access, safety, and connectivity for all users, including pedestrians, cyclists, and transit riders.

The Mobility Plan serves as the basis for the establishment of a Mobility Fee system that functions as an alternative to transportation concurrency enacted by the Florida Legislature. The Mobility Fee allows new development and redevelopment to mitigate its transportation impact to the Village of Palm Springs transportation system through payment of a one-time fee.

The plan was developed through several tasks, each documented with the findings that guided the development of the Mobility Plan and Mobility Fee. Relevant documentation is provided as exhibits in this report and in the Village of Palm Springs Mobility Fee Technical Report.

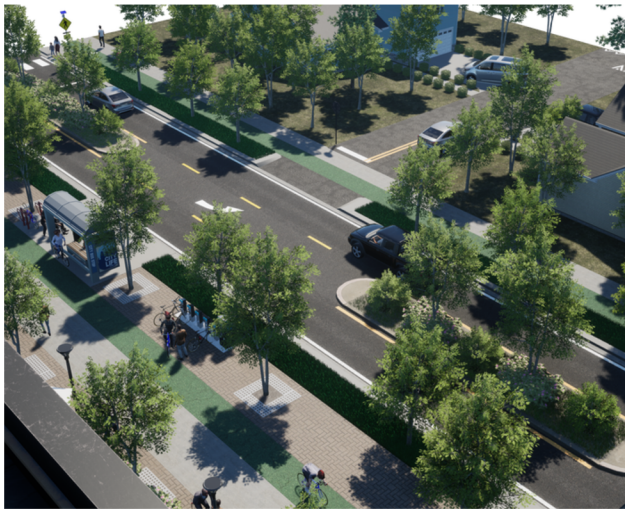
Village of Palm Springs 2045 Mobility Plan

The Village of Palm Springs 2045 Mobility Plan presents a 20-year vision prioritizing the movement of people through mobility transportation projects. The plan gives residents transportation choices through walking, bicycling, riding transit, using new mobility technology, or driving.

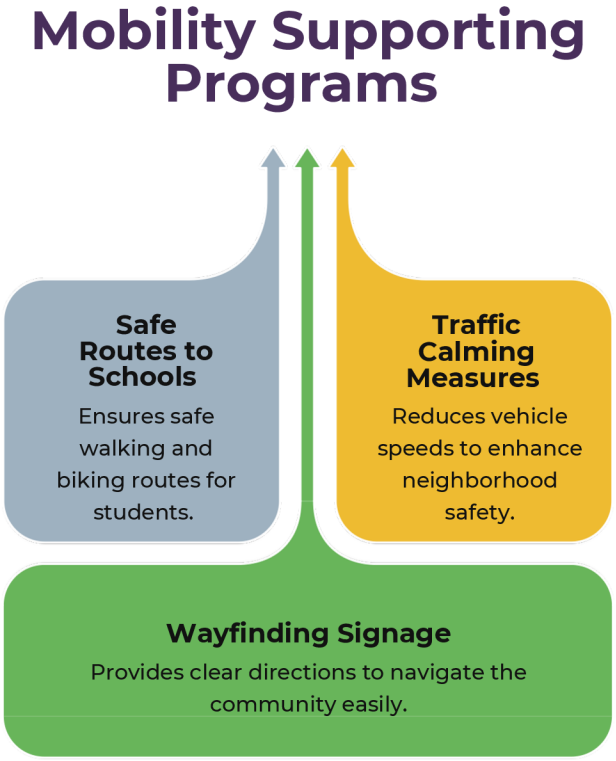
The Mobility Plan is made up of several subplans including:

- **Roadway Improvements** - Upgrades key corridors with complete streets elements like wider sidewalks, street trees, and safer crossings while maintaining traffic flow.
- **Multimodal Improvements -** Adds shared-use paths, new pedestrian crossings, and boardwalks connecting neighborhoods to parks, schools and commercial areas. Incorporates a Bicycle Master Plan network of protected bike lanes, and shared-use paths. Intersection upgrades will include pedestrian refuge islands, high-visibility crossings, and traffic calming to enhance safety for all users.
- **Transit Plan** - Partners with Palm Tran to enhance bus service and stops. Plans for mobility hubs at key locations will facilitate connections between travel modes.

Image 01: 2nd Ave Typical Section Rendering



The plan focuses on both local and regional mobility by improving connections to the Lake Worth Tri-Rail station. Implementation will require coordination with FDOT and Palm Beach County for improvements on state and county roads.

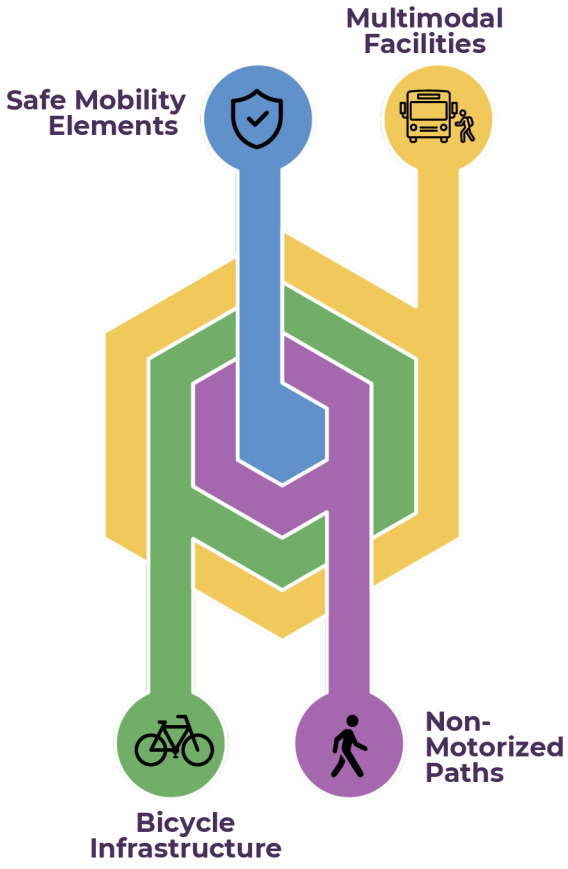


As required by Florida Statute, the Mobility Plan serves as the basis for the development of the Mobility Fee. **The Village of Palm Springs Mobility Fee Technical Report (June 2025)** documents the methodology used to develop mobility fees meeting **Florida Statutes 163.3180 and 163.31801** requirements for dual rational nexus and rough proportionality tests.

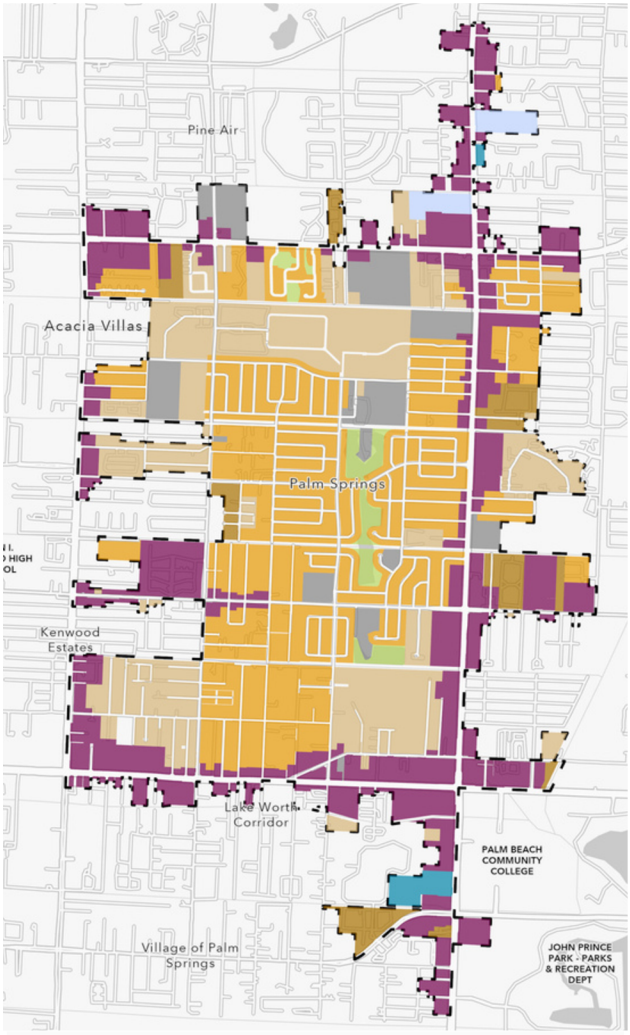
Palm Springs' Population Growth and Redevelopment Initiatives

The Village of Palm Springs has experienced population growth in recent years. According to Palm Beach County growth projections, the Village's 2022 population reached 27,103. Population projections using the Treasure Coast Regional Planning Model indicate significant growth by 2045, with the Village's population expected to increase to 32,437 and jobs projected to grow from 13.800 to 14,018. The Village established two Community Redevelopment Agency (CRA) areas in 2019, covering approximately 512 acres. The Village will focus redevelopment efforts along the Congress Avenue and Lake Worth Road corridors while preserving the character of established residential neighborhoods. This balanced approach helps accommodate projected growth while maintaining quality of life for current residents.

Image 02: Mobility Elements Graphic



Future Landuse Map: Village of Palm Springs



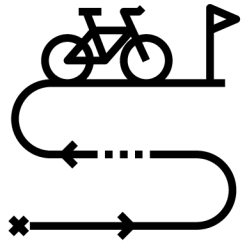
SECTION 2
MOBILITY PLANNING

What is a Mobility Plan?

A Mobility Plan is a forward-looking and progressive approach that sets forth a comprehensive vision of a transportation system that emphasizes the movement of people over cars and provides people with the opportunity to safely, comfortably, and conveniently walk, bicycle, ride transit, drive or use new mobility technology to move around their towns or cities. An effective Mobility Plan identifies transportation improvements such as sidewalks, trails, bike lanes, transit routes and stops, intersection improvements, and traffic calming that connect neighborhoods with important destinations. Mobility Plans may also identify strategic policies and programs that facilitate effective implementation of the proposed infrastructure projects.

In 2007, the Florida Legislature introduced the concept of Mobility Plans and Mobility Fees as an alternative to transportation concurrency and to provide an equitable way for new development to mitigate (offset) its impact to the transportation system.

In 2013, the Legislature updated the Community Planning Act to encourage and allow local governments to adopt alternative mobility funding systems, such as Mobility Plans and Mobility Fees, as a replacement for transportation concurrency, proportionate share, and road impact fees (Florida Statute 163.3180).



Connected Network



Mobility Choices



Safety

Image 03: Hispanic Heritage Festival Community Engagement



Why Does the Village Need a Mobility Plan?



Image 04: Sample Complete Streets Rendering

The Village of Palm Springs is projected to experience population and employment growth that will add new homes, businesses, and shops to the community over the next 20 years. These new residents and businesses will generate additional traffic and increase the demand for mobility transportation projects to travel within Palm Springs and to and from surrounding cities, communities, and neighborhoods.

The Mobility Plan provides a blueprint for the Village of Palm Springs to proactively prioritize mobility projects. Mobility Plans are different from transportation concurrency and road impact fees because they emphasize addressing travel demand from new growth, not only through new roads and widening of existing roads, but also by providing diverse mobility choices. This approach helps local governments find a balance between reducing congestion and supporting community growth.

Identifying project needs and priorities in the Mobility Plan will help the Village of Palm Springs take advantage of additional funding opportunities, such as federal and state assistance programs and grants. In coordination with Palm Beach Transportation Planning Agency, projects in Palm Springs's Mobility Plan may also be identified for funding through inclusion in the region's Long Range Transportation Plan.

How was the Mobility Plan & Fee Developed?

In 2024, The Village of Palm Springs contracted NUE Urban Concepts and DDEC, co-founding members of the Mobility Cohort, to lead in the development of a Mobility Plan and Mobility Fee that would transition Palm Springs from a transportation planning process primarily focused on moving cars to a multimodal system that emphasizes people and mobility choices. The development of the Mobility Plan was a collaborative process that brought together Village staff, business and property owners, and interested residents and included leveraging local knowledge, an analysis of existing conditions, and coordination with current planning initiatives to develop a strategic plan that will best serve residents and visitors of Palm Springs.

The first step in the development of the Mobility Plan was to identify anticipated future developments and to review the Village's Comprehensive Plan, Capital Improvements Program and other relevant Village and regional plans for improvements that are planned and programmed. The team then evaluated existing conditions to gain knowledge that informed the identification of additional projects to fill existing gaps and create a safe, convenient, and integrated transportation system.

The project team engaged with key stakeholders in the development of the Mobility Plan. These stakeholders included the Village of Palm Springs Staff, Palm Beach County, the Palm Beach Transportation Planning Agency (TPA), FDOT, and Lake Worth Water Management. By involving these groups early on in the planning process, the project team was able to gather insights and knowledge from various perspectives to inform the development of the plan.

Meeting with the Village of Palm Springs Staff was particularly important, as they possess a deep understanding of the community and its transportation needs. The Village mobility plan would need to take into account any improvements included in the County's Transportation Master Plan. Additionally, the Palm Beach TPA, the metropolitan planning organization for the region, helped to ensure that the Mobility Plan aligns with the region's long-term transportation goals.

To solicit meaningful public participation and feedback on transportation needs and recommended projects in the Mobility Plan and Mobility Fee, the project team implemented a communication strategy and provided public information. In the Spring of 2025, the Village held a public information meeting, introducing the Mobility Plan and Mobility Fee, presenting the draft Mobility Plan, and facilitating discussions about improving multimodal transportation in Palm Springs. The project team later presented an updated version of the Mobility Plan to the Village Commission that incorporated resident feedback and discussed the details of the Mobility Fee calculation.

The Mobility Fee is based on mobility projects established in the **2045 Mobility Plan** that are **"needed"** over the next 20 years to meet projected growth in travel demand. **The Mobility Fee Technical Report** has been developed to document the data and methodology to develop an alternative transportation system to replace transportation concurrency, consistent with Florida Statute Section 163.3180. The Mobility Fee Technical Report has been developed consistent with the **"needs"** and **"benefits"** requirements of the **"dual rational nexus test"** and the calculated mobility fee is **"roughly proportionate"** to the impacts of new development as required by Florida Statute Section 163.3180 and 163.31801.

Mobility Projects consist of **improvements, programs, and services such as sidewalks, multi-use paths and trails, cycle tracks, traffic calming, pedestrian safety, intersection improvements, raised intersections, roundabouts, multimodal crossings, pedestrian bridges, wider roads, transit circulators, wayfinding, and Safe Routes to School.**

New Development is defined as **"new residential and non-residential construction, any new land development or site preparation activity, any new construction of buildings or structures, any modification, reconstruction, redevelopment, or upgrade of buildings or structures, any change of use of a building, land, or structure, and any special exception approval, variance, or special use permit that results in an increase in an impact to the transportation system."**

Impact is defined as **"any new development that results in an increase in person travel demand above the demand generated by the existing use of property, including submerged lands."**

Image 05: Village of Palm Springs Park Pathway Map Board



Mobility Planning in Palm Springs's Comprehensive Plan

The Village amended the Multi-Modal Transportation Element of the Comprehensive Plan to establish the legislative intent to adopt a mobility fee to fund mobility projects to encourage walking, bicycling, transit ridership, and the efficient use of the transportation system. The following are pertinent goals, objectives, and policies in the Multi-Modal Transportation Element.

TRANSPORTATION AND MOBILITY ELEMENT

Goal TM 3: "The Village of Palm Springs seeks to ensure the efficient and smooth movement of motorized vehicles, pedestrians, and cyclists throughout the transportation system."

Goal TM 4: "The Village of Palm Springs shall coordinate with Palm Beach County, surrounding municipalities, and the Palm Beach TPA to achieve an efficient regional transportation system

Objective TM 4.2: "The Village of Palm Springs shall establish an alternative transportation system to replace transportation concurrency, transportation concurrency exception areas, and traffic mitigation payments and fees for development consistent with the Comprehensive Plan through adoption of a mobility fee based on the Village's Mobility Plan."

Policy TM 4.2.1: "The Village of Palm Springs Mobility Plan shall identify the mobility projects needed to accommodate travel demand from development, mitigate impacts to the transportation system from that development, and enhance mobility for the Village's residents, businesses, employees, students, patrons, and visitors."

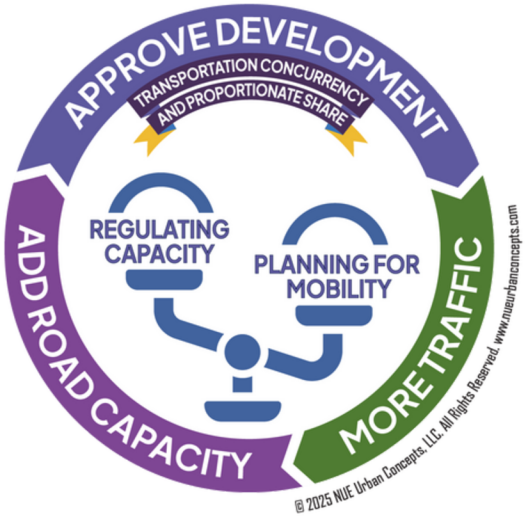


Image 06: Cycle of Roadway Development

Policy TM 4.2.3: "The Village of Palm Springs shall administer, implement, maintain, and periodically update its Mobility Plan and Mobility Fee to plan, design, fund, and construct mobility projects to enhance the transportation system."

Policy TM 4.2.4: "The Village of Palm Springs shall consult with the County, FDOT, the Palm Beach TPA, other transportation providers, and drainage authorities on the identification of mobility projects and development, maintenance, and update of the Village's Mobility Plan."

Policy TM 4.2.5: "The mobility projects established in the Mobility Plan shall serve as the basis for calculation of the Village's mobility fee. The mobility fee shall be a one-time assessment to mitigate the impact of development on the transportation system. The mobility fee shall meet the dual rational nexus test and shall be roughly proportional to the person travel demand generated by development."

Policy 2.1.1. "The Village will continue to work with Palm Beach County, FDOT, and Palm Beach TPA to promote, develop, and fund mobility improvements within the Village.

Objective 2.2. "The Village shall continue to seek methods and sources to fund new transportation improvements and programs, including multimodal facilities."

Policy 2.2.2. "Mobility Fees - The Village shall evaluate and prepare a Mobility Fee Schedule and methodology of determination to include all multimodal transportation impacts projected from new construction and apply fees accordingly for the construction of identified necessary and desirable improvements."

Policy 2.2.6. "Alternative Funding Sources to Supplement Transit Funds — The Village shall evaluate the feasibility of establishing special assessment districts, impact fees or other alternative methods to fund ongoing, operating, management, and capital costs for transit serving the Village of Palm Springs. Any special Village-transit funding source is intended to augment, but not supplant, funds provided by PalmTran, Palm Beach County and other governments served by the same sub-regional transit systems serving Palm Springs."

Objective 3.1. "Support the expansion of the PalmTran commuter rail system, bus transportation, and bicycle and pedestrian facilities and avoid transportation system improvements that favor the use of single-occupancy vehicles as the primary means of transportation."

Policy 3.1.2. "Encourage travel on the PalmTran system."

Policy 3.1.3. "The Village, working with the appropriate transportation provider, shall enhance connections and encourage ease of transfer between the PalmTran station and other transit modes by supporting the expansion of public transportation including additional bus routes and park-and-ride parking facilities."

Policy 3.1.6. "The Village shall continue to request that FDOT, Palm Beach TPA , and the County use funds targeted for road widening projects for alternative mobility system projects related to the PalmTran station, additional bus routes, pedestrian access, bike facilities and other transportation system management improvements."



Image 07: Cycle of Roadway Development

SECTION 3
MOBILITY FEE

What is a Mobility Fee?

A Mobility Fee is a one-time payment made to the Village by new development (e.g., new or expanded homes or businesses) to mitigate its impact (e.g., travel demand, traffic) to the transportation system. The Mobility Fee is based on the mobility projects, adopted as part of the Mobility Plan, needed to accommodate future travel demand. Mobility Fees are authorized by Florida Statute Section 163.3180 and are intended to be an alternative transportation system that replaces transportation concurrency and road impact fees. They are not taxes on existing homes and businesses, they are only assessed if new development results in an increase in person travel demand. Mobility Fees are one of the funding sources available and provide the Village with greater flexibility to fund a variety of mobility projects. For more information on the Mobility Fee, please see the Village of Palm Springs Mobility Fee Technical Report.



Image 08: Cycle of Mobility Development

Who would pay if the Village of Palm Springs Mobility Fee was adopted?

Mobility Fees are charged for new development and redevelopment activities that require a building permit and result in an increase in travel demand beyond the existing use of the property. Mobility fees are not a tax and are not charged to existing homes or businesses unless there is an addition, change of use, expansion, or modification that generates additional person travel demand (impact) beyond the existing use of the property.

WHO WOULD PAY A MOBILITY FEE?

New development and redevelopment that generates additional travel demand

How will the Village fund Mobility Plan Projects?

In addition to Mobility Fees, the Village's Mobility Plan can be funded through various sources, including federal and state earmarks, grants, and programs offered by the federal government and Palm Beach TPA . While the County collects gas taxes, the majority of the funds are allocated for infrastructure maintenance. If the County adopted an infrastructure sales tax, some of the funds could be used to finance Mobility Plan projects.

The Village can also explore special assessments, Community Redevelopment Area (“CRA”) funds, property taxes, and tourist development taxes to support Mobility Plan projects. Additionally, services and programs such as shared micromobility, smart parking, and transit circulator services may charge user fees to cover program and service costs. By identifying mobility projects as part of the Mobility Plan, the Village can take a proactive approach to pursue appropriations and other funding opportunities, in addition to Mobility Fees, that are often available to promote economic development or stimulate programs and grants.

Image 10: Village of Palm Springs Library



Image 11: Proposed Concept Design Midblock Crosswalk



SECTION 4
COMPLETE STREETS

What are Complete Streets?

Complete Streets are streets that are designed and maintained in consideration of people of all ages and abilities, whether they are walking, biking, scooting, taking the bus, driving, or using wheelchairs. There is no one-size-fits-all design standard for Complete Streets. Each Complete Street is unique and context-sensitive.

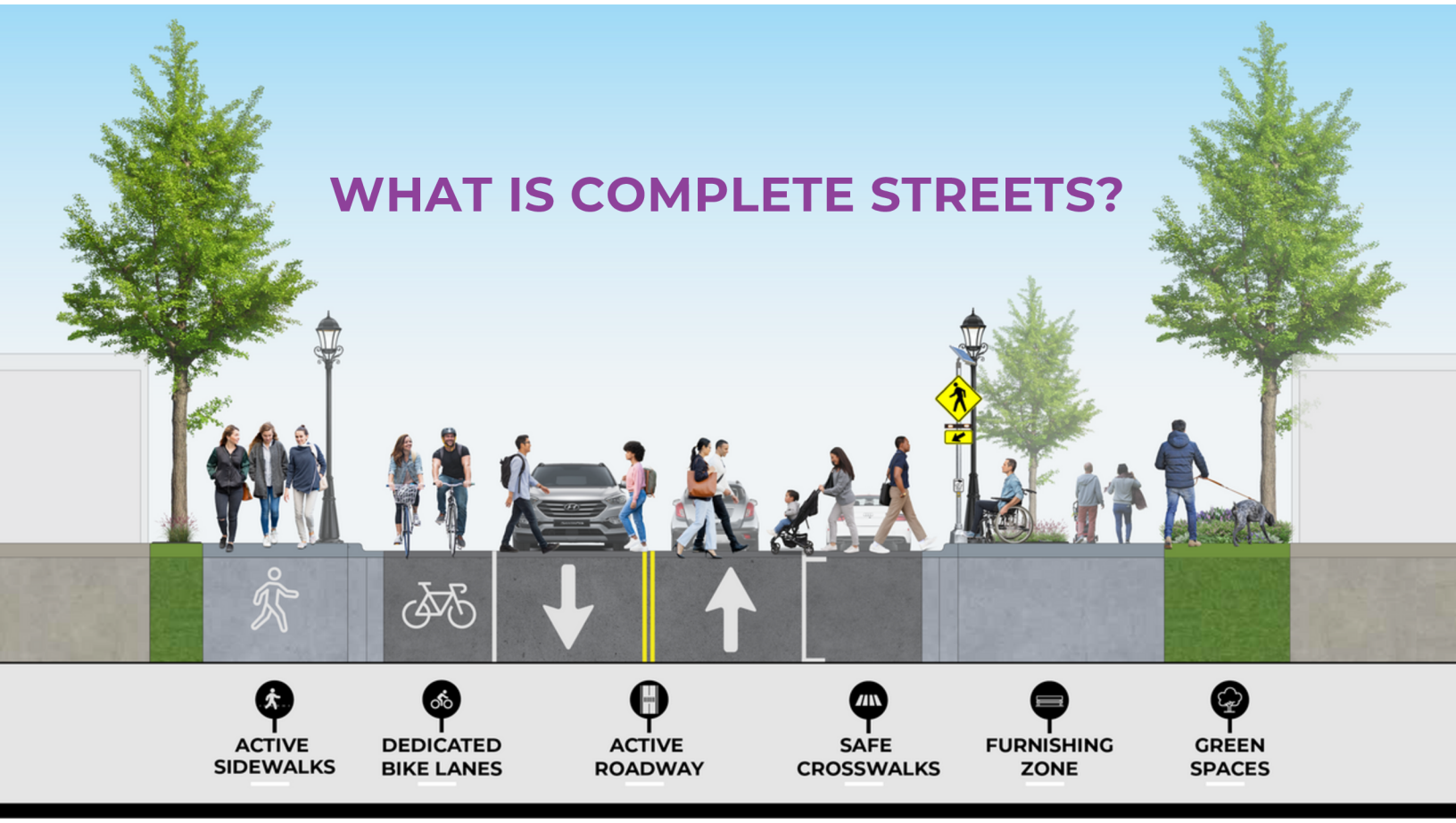
In order to enable safe, convenient, and comfortable travel and access for all people, Complete Streets may include bicycle lanes, shared-use paths, trails, traffic calming, landscaped medians / buffers, narrower travel lanes, roundabouts, curb extensions, high visibility crosswalks, and more.

The Village of Palm Springs adopted a Vision Zero Policy in 2021, committing to eliminate traffic fatalities and severe injuries through systematic infrastructure improvements, data-driven decision making, and community engagement.

The policy prioritizes street designs that protect vulnerable users through proven safety countermeasures like:

- Protected bike lanes
- Raised crosswalks and medians
- Lower speed limits in residential areas
- Improved street lighting
- Shorter crossing distances

Image 12: Complete Streets Design Elements



What is a Completed Network?

A Completed Network is a connected system of complete streets that allows for seamless and safe transportation between different modes. By incorporating the Village's unique historical, cultural, and environmental assets, a Completed Network can provide safe and convenient travel options for all residents, regardless of age, background, or ability. This approach allows for the efficient use of public space while promoting multimodal transportation, supporting active and healthy lifestyles, and reducing the Village's carbon footprint. With a Completed Network, the Village of Palm Springs can establish itself as a leader in sustainable transportation and provide its residents with an enhanced quality of life.



Image 13: Multi Use Path Concept Rendering



Image 14: On Street Bike Facilities

Complete Streets Elements

The mobility projects identified in the Mobility Plan were established based on the fundamental Complete Streets elements required to transition from a transportation system focused on moving cars toward a safer, more comfortable, and more convenient multimodal transportation system prioritizing the movement of people and providing mobility choices.

The Complete Streets elements to encourage walking and bicycling do not differ much from those that encourage driving: **(1) Mobility; (2) Equity; (3) Accessibility; (4) Connectivity; (5) Visibility; (6) Continuity; (7) Safety; (8) Comfort; and (9) Social Value.** If multimodal systems for moving people were built like those for moving cars, far more people would walk, bike, and ride transit.

Multimodal Elements



Mobility: The ability to move people from place (origin) to place (destination) by multiple modes (walk, bike, transit, vehicle) of travel in a timely (speed) and efficient manner. The lack of sidewalks, paths, trails, and bike lanes are often impediments to people choosing to walk or bike from home to work and other daily activities.



Accessibility: The ease at which people reach, enter, and use modes (walk, bike, transit, vehicle) of travel at the origin of their trip and the ease at which those people reach and enter their destination. Transit systems are frequently burdened with addressing first and last mile access.



Connectivity: The number of route options people have available to them to move from place to place and the directness (distance) of those route options to reach their destination. Gridded network of streets provides a high level of connectivity, whereas cul-de-sacs do not.



Visibility: The frequency at which those driving a car see people walking, bicycling, and using a mode of travel other than driving a car. More people walking and biking means more awareness that people walk and bike which equals safer conditions (i.e. safety in numbers). Green bike lanes, pavers at crosswalks, and flashing signals are all design elements used to increase visibility of people walking and bicycling.



Continuity: The uninterrupted consistency of multimodal facilities in width and condition with logical beginning and endpoints that are without gaps or sudden and abrupt termination. Roads do not suddenly terminate without warning or change number of lanes or width without proper transitions, so neither should sidewalks, paths, trails, or bike lanes.



Safety: The combination of behavioral and physical design elements of the built environment make mobility comfortable and pleasant for all ages and abilities. The elements that provide safety include physical separation and/or designation for different mobility modes that also encourage behavioral change making safety everyone's responsibility. Safety also includes respite, lighting, shade structure and other thoughtful features.



Social Value: The people-to-people connections one experiences in a shared space environment, whether biking, walking, or taking transit. The social value of these interactions increases both individual happiness and societal happiness through active engagement with the city that overall increases the quality of life and fosters independence, especially for children and the elderly.

SECTION 5
VISION ZERO

What is Vision Zero?

Vision Zero is a comprehensive plan to eliminate all traffic fatalities and severe injuries while transforming transportation systems to be safer, healthier, and more equitable for everyone. The strategy places particular emphasis on protecting vulnerable road users ("VRUs"), including pedestrians, cyclists, and motorcyclists, who face disproportionate risks on roadways.

The Vision Zero movement originated in Sweden in the 1990s, demonstrating remarkable success when the city of Oslo achieved zero traffic deaths in 2019 – a milestone that proved the approach's effectiveness. This success has catalyzed global adoption, with cities worldwide developing their own Vision Zero initiatives. As of February 2024, the Vision Zero Network has recognized 59 U.S. cities for meeting their comprehensive criteria, including several Florida communities: West Palm Beach, Fort Lauderdale, Tampa, and Hillsborough County.

In 2021, the Village of Palm Springs, Florida, integrated Vision Zero principles into its community planning through two key actions: adopting a Transportation and Mobility Master Plan and passing Resolution 2021-36, which established a formal Vision Zero policy aimed at eliminating traffic fatalities on village streets.

At its core, Vision Zero implements a Safe Systems approach, also known as Safety by Design. This represents a fundamental shift from traditional road safety paradigms. While conventional approaches relied heavily on training people to behave safely, assuming perfect human compliance, the Safe Systems approach acknowledges human fallibility as an inherent factor.

Instead of placing the full burden of safety on individual behavior, it creates multiple layers of protection through thoughtfully designed roads, vehicles, speeds, and policies. This system-wide approach ensures that when crashes do occur – as they inevitably will – the infrastructure and policies in place work together to minimize impact severity and prevent serious injuries or deaths. This proactive, multi-faceted strategy creates a more forgiving transportation system that protects all users, regardless of how they choose to travel.

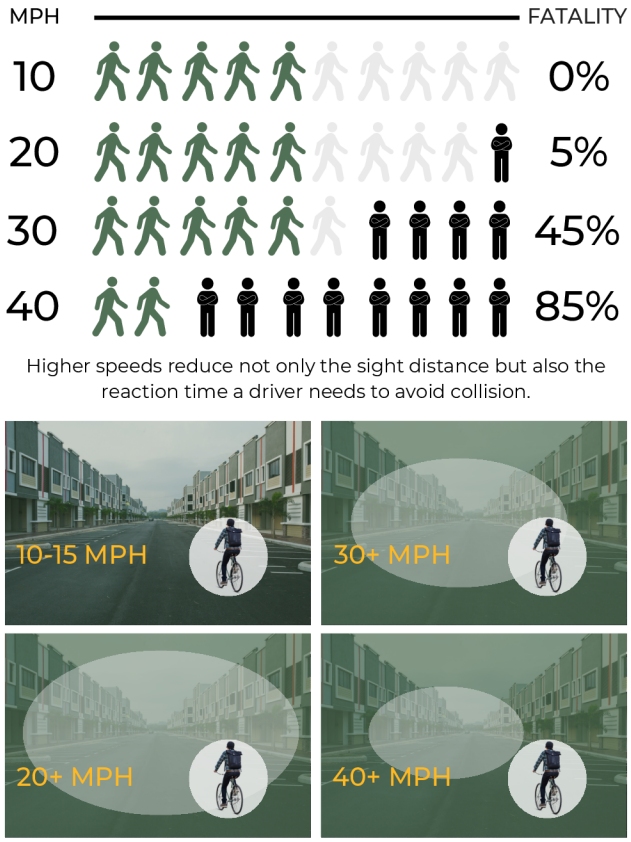
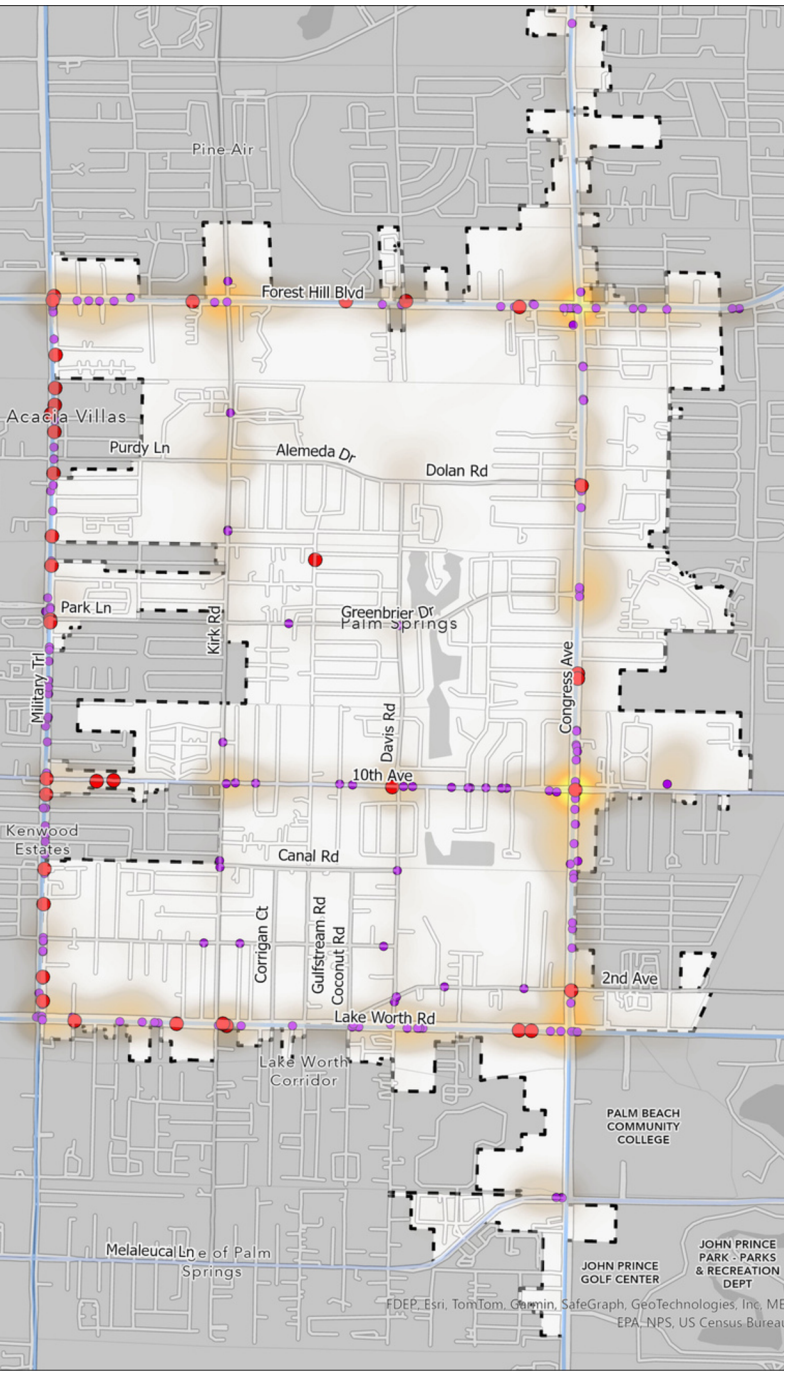


Image 15: Impact of Vehicle Speed on Safety and Driver Visibility

Why is Vision Zero Needed?



Map 02: Village of Palm Springs KSI Crash Map

Palm Springs faces major safety issues on Florida Department of Transportation ("FDOT") and Palm Beach County roads, which make up only 23% of total roads but account for 90% of all Killed or Seriously Injured ("KSI") crashes and 97% of fatal crashes. From 2014-2023, the village had 262 KSI crashes that resulted in 37 deaths and 254 serious injuries. Pedestrians, cyclists, and motorcyclists are the most vulnerable in serious crashes. Among them, pedestrians face the highest risk, with 28% of severe crashes resulting in death. Cyclists have a 15% fatality rate, while motorcyclists follow closely at 14%. Military Trail alone is responsible for 34% of all severe or fatal crashes and half of all traffic deaths in the area. Over the past decade, these crashes have led to more than $550 million in societal costs.

Several factors highlight the urgent need for Vision Zero: posted speeds are 10-15 mph above safe target speeds on major roads, poor lighting exists on key corridors like Military Trail, and 70% of pedestrian crashes happen within 200 feet of bus stops. Traffic violations data shows that failure to yield right-of-way (23%), improper road usage (19%), and driving under the influence (10%) account for over half of all KSI crashes. The village's status as a disadvantaged community, with 57% of residents living in disadvantaged census tracts and high rankings for climate risk (77th percentile) and social vulnerability (80th percentile) in Florida, shows the importance of implementing safety improvements that protect all road users, especially the most vulnerable residents. Despite an overall decrease in KSI crashes from 34 in 2014 to 20 in 2023, pedestrian crashes continue to rise, indicating a persistent safety challenge that requires immediate attention.

Vision Zero VILLAGE OF PALM SPRINGS



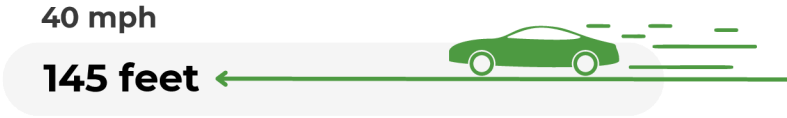
Image 16: Village of Palm Springs Trunk or Treat Event

Design for Safe Speed

Two key components needed for movement toward Vision Zero and Safer Streets for All are mobility projects and the speed of cars. Speed is the most important variable in reducing crashes, traffic deaths, and serious injuries. Studies have shown there is a direct correlation between the speed of car travel and the severity of crashes. As speed increases, so does the probability that a crash involving vulnerable road users (people walking, bicycling, scooting, in wheelchairs, etc.) or motorists will result in one or more fatalities. Traveling at a speed of 40 mph, a vehicle needs 145 feet to reach a full stop; while traveling at 20 mph, only 45 feet is needed. Similarly, if a person is hit by a vehicle traveling 40 mph there is only a 10% chance of surviving the crash; while traveling at 20 mph, there is a 90% chance of survival.

The primary factor in determining vehicle speed is the design of the roadway. Regardless of the posted speed limit, most drivers will travel at a speed that feels comfortable. This comfortability is largely determined by design factors such as lane width, road alignment (straight or curved), turning radii, the presence of multimodal infrastructure, the degree to which modes are mixed or separated, and visual friction.

Traveling at a speed of 40 mph, a vehicle needs 145 feet to reach a full stop



Traveling at a speed of 20 mph, a vehicle needs 45 feet to reach a full stop



Palm Springs faces major safety issues on its state and county roads, which make up only 23% of total roads but account for 90% of all KSI crashes and 97% of fatal crashes. From 2014-2023, the village had 262 KSI crashes that resulted in 37 deaths and 254 serious injuries. The most vulnerable users face the highest risks - pedestrians have a 28% fatality rate in KSI crashes, cyclists 15%, and motorcyclists 14%. These crashes occur most frequently on major corridors, with Military Trail alone accounting for 34% of all KSI crashes and 50% of fatal crashes. These incidents have cost the community over $550 million over the ten-year period.

SECTION 6

2045 MOBILITY PLAN

Multimodal Projects in the Mobility Plan

The Village's Mobility Plan features a variety of multimodal facilities designed to support diverse travel methods, including sidewalks, boardwalks, shared-use paths, multi-use trails, and complete streets. The graphic below highlights the on-street and off-street mobility projects outlined in the plan. While bicycle lanes and bicycle boulevards are included, they are not directly recommended in the Mobility Plan; however, they are endorsed in the Village of Palm Springs's Bicycle and Pedestrian Master Plan, which is integrated into both the Mobility Plan and the Mobility Fee.

The objective of the plan is to ensure safe and convenient transportation for all road users, regardless of age, ability, or background, while showcasing the Village's cultural, historical, and environmental features.

Bike lanes and sidewalks are specifically designed for non-motorized travel, primarily catering to pedestrians and cyclists. Elements like boardwalks, shared-use paths, multi-use trails, and neighborhood bicycle boulevards are acknowledged as safe additions within the mobility framework.

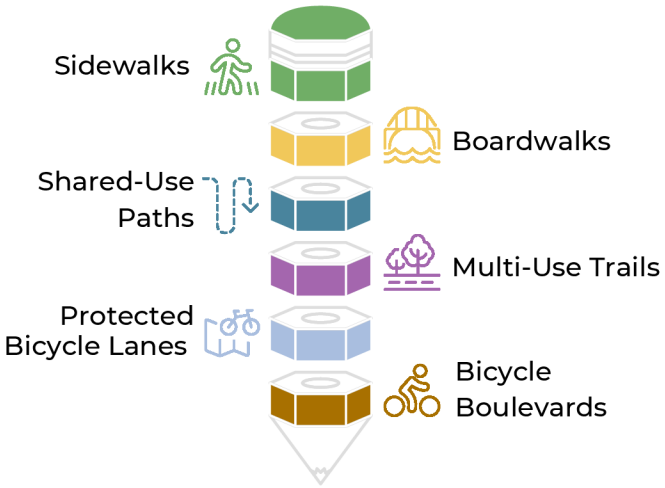


Image 17: Examples of Multimodal Features

Separated and Protected Bike Lane (Multi-Used)



Western Ave. - Cambridge



Flagler - FTL



Banyan Blvd. - WPB



Davie Road - Davie

Separated and Protected Bike Lane - Cycle Track



Penn Street Trail, PA



DT Loop - Orlando



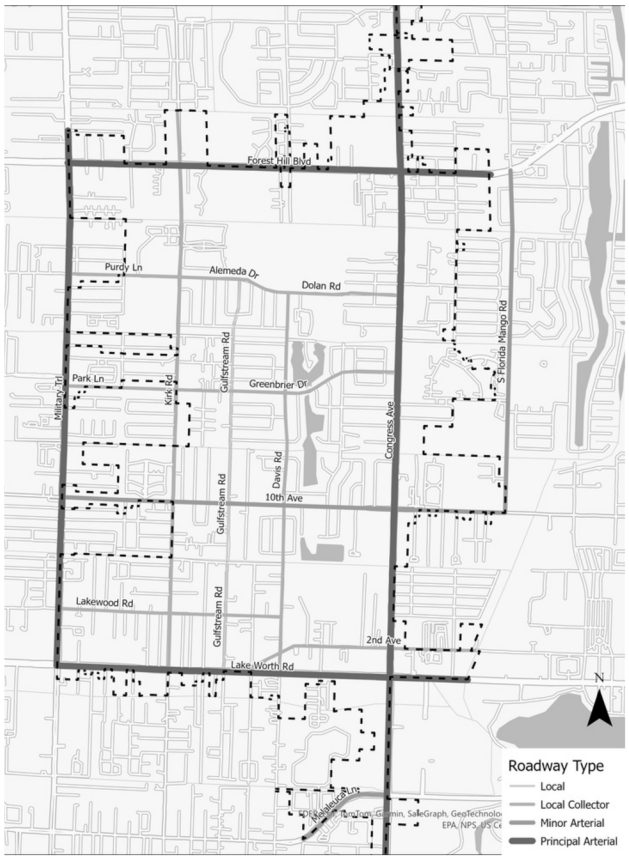
Okeechobee - WPB



Green Spine - Tampa

No road widenings are proposed in the Roadway Plan, because the Village's collector and arterial roads are either built out or designated as constrained roadways. In addition, an areawide roadway level of service analysis was performed as a part of an evaluation of existing conditions. The Mobility Study Road Network evaluated includes major roads within the Mobility Study Area including Village, County, and State roads. The areawide roadway level of service is achieved by dividing vehicle miles of travel ("VMT") by vehicle miles of capacity ("VMC"). A VMT/VMC ratio greater than 1.00 indicates that there are system deficiencies.

Based on the evaluation of existing conditions, the VMT/VMC ratio for 2024 is 0.92 (Table 1). This indicates that Palm Springs's transportation network has enough capacity as a whole to carry existing traffic with some capacity remaining to support new development.



Map 03: Village of Palm Springs Roadway Classification

Table 1. 2024 Areawide Level of Service

Functional Classification	Length (miles)	Lane Miles	2024 VMT	2024 VMC	VMT to VMC (VMT/VMC)
Minor Collector	1.07	2.14	8,313	17,257	0.48
Major Collector	21.92	58.69	207,111	431,099	0.48
Minor Arterial	7.41	35.57	251,892,	269,635	0.93
Principal Arterial	16.56	103.60	785,532	876,108	0.90
Limited Access (I-4)	3.23	32.30	818,027	653,752	1.25
Total	50.19	232.30	2,070,875	2.247.851	0.92

Source: Village of Palm Springs Mobility Fee Technical Report

Multimodal Plan

The Village of Palm Springs Mobility Plan is designed to improve transportation options and create safer, more accessible streets for everyone. This plan includes a combination of Complete Streets, multimodal improvements, and dedicated bicycle facilities. The goal is to provide better connections for pedestrians, cyclists, and drivers while enhancing the overall safety and efficiency of the village's roadways.

A key part of the plan is the addition of dedicated bicycle lanes along the perimeter of the village, on roadways like Military Trail and Forest Hill Blvd, giving cyclists a safe and reliable route around the community. Within the village, an extensive network of Multi-Use Trails will be developed along major east-west and north-south corridors. These trails will also follow the four main canal waterways, creating scenic and convenient pathways for walking, jogging, and biking.

Kirk Road is a primary corridor within the village and is planned to receive significant improvement. The road will be expanded to add a landscaped grass median. A Multi-Use Pathway will be added along one side of the road where space allows, providing a safe route for pedestrians and cyclists.

To enhance safety and improve traffic flow, roundabouts and raised intersections will be introduced in select areas. These features help slow down vehicles and make crossings safer for pedestrians and cyclists. Additionally, multiple new pedestrian crossings will be installed to connect different sections of the trail network, making it easier for residents to travel throughout the village without relying on a car.

Overall, the Village of Palm Springs Mobility Plan is a forward-thinking approach to transportation that focuses on safety, accessibility, and sustainability. By investing in these improvements, the village is creating a more connected and pedestrian-friendly community for residents and visitors alike.

Image 18: Example 2nd Ave. Multimodal Facilities





Image 19: Broward County Transit, Lauderhill Transit Center Regional Bus Station, (1429 N State Rd 7, Fort Lauderdale, FL 33313)

Mobility Hub

A mobility hub is a central location that provides various transportation options and services to promote transit to location inside and outside of a community. It integrates different modes of transportation, such as buses, trains, bicycles, pedestrians, and shared mobility services, such as ride-sharing and bike-sharing. Mobility hubs typically offer amenities like transit stations, bike parking facilities, electric vehicle charging stations, and information centers.

In today's rapidly evolving urban landscapes, mobility hubs have gained importance for several reasons. They enhance transportation efficiency by facilitating seamless transfers between different modes of transportation, allowing individuals to switch between walking, biking, public transit, and other shared mobility options. This reduces reliance on private vehicles and congestion.

Mobility hubs promote accessibility and equity by providing transportation options to all members of the community, including those without access to private vehicles. They enhance connectivity to key destinations, such as residential areas, employment centers, schools, healthcare facilities, and recreational areas, ensuring that everyone can reach these places conveniently and affordably.

By encouraging the use of sustainable transportation modes, mobility hubs contribute to reducing greenhouse gas emissions, air pollution, and the overall environmental impact of transportation. They support the adoption of walking, cycling, and public transit and promote a more sustainable and greener community.



Image 20: City of Longwood SunHUB Mobility Hub

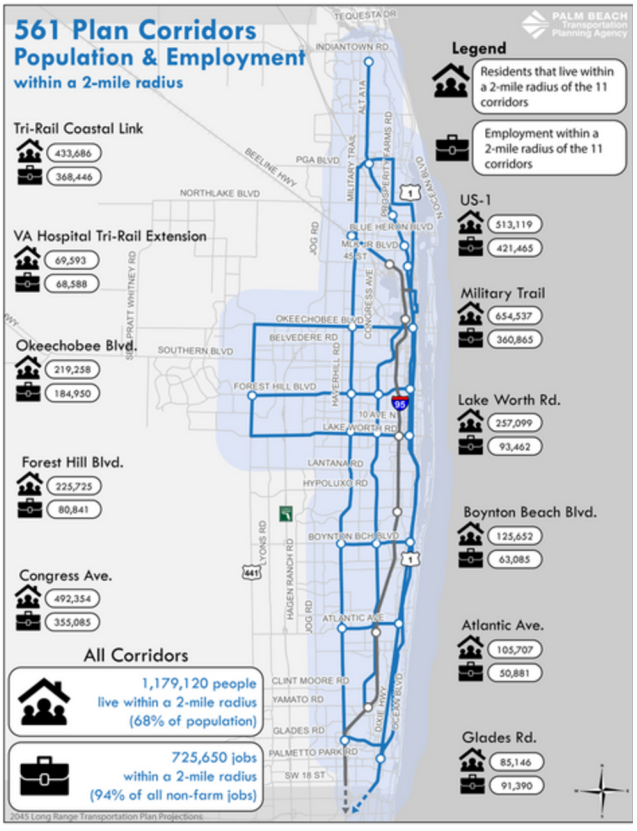
Palm Beach 561 Plan

The 561 Plan is a segment of the Palm Beach Transportation Agency's ("TPA") Vision 2045 Plan. This Plan seeks to improve mobility throughout the county by implementing road widening, bicycle infrastructure, and public transportation networks.

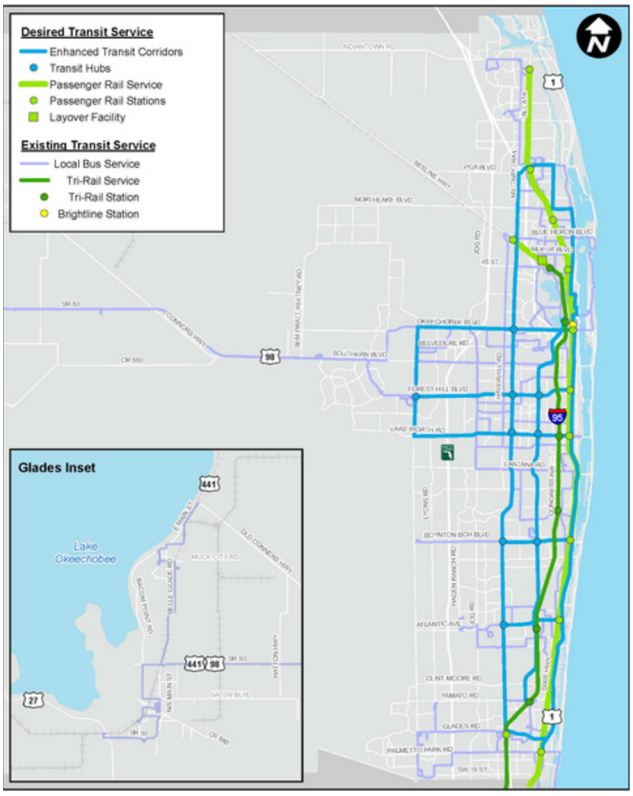
Palm Springs is well positioned to take advantage of the TPA's 561 Transit Plan which will include the addition of 2 East-West and 2 North-South enhanced transit corridors through the city. This will further include the addition of 4 major regional transit hubs around the periphery of the Village. These will serve to connect the residents of the village with a county-wide transit network.

According to the TPA this transit network is expected to capture all areas within a two-mile radius of the transit routes. This would include up to 68% of the county's residents and 95% of the county's employment centers providing a significant alternative to automotive transportation for County residents.

These transit hubs plan to offer amenities, public space, shared mobility, and parking solutions. As the integration of pedestrian-friendly elements is a key aspect of the 561 Plan.



Map 04: 561 Transportation Plan Map



Map 05: TPA Vision 2045 Mobility Plan Map

Studies, Programs & Policies Plan

The mobility plan proposes traffic studies, programs, and policies to supplement the recommended mobility infrastructure projects to create safer and more multiuse right of ways for the people of Palm Springs. The Plan includes a Vision Zero Action Plan, Residential Traffic Calming Program, Sidewalks Improvements Program, Bus Stop Relocation, Wayfinding Program, Quick Build Program, ADA Transition Plan Implementation, a future update to the Village of Palm Springs Bicycle & Pedestrian Master Plan, a Railroad Safety Study, and a Micromobility & Microtransit Program. Several of these recommendations are discussed in more detail in the next steps of this report.

The Micromobility & Microtransit Program is included to address the Village's desire to diversify mobility and encourage new modes of transportation throughout the Village. The Program will regulate the use of personal and shared micromobility devices (e.g., e-bike, e-scooters) and low speed electric vehicles (golf carts, on-demand microtransit, neighborhood electric vehicles) within the Village and will address hours of operation, safety, shared mobility providers, rentals, and equipment. The Village will need to coordinate with FDOT and Palm Beach County regarding use of micromobility devices and low speed electric vehicles.

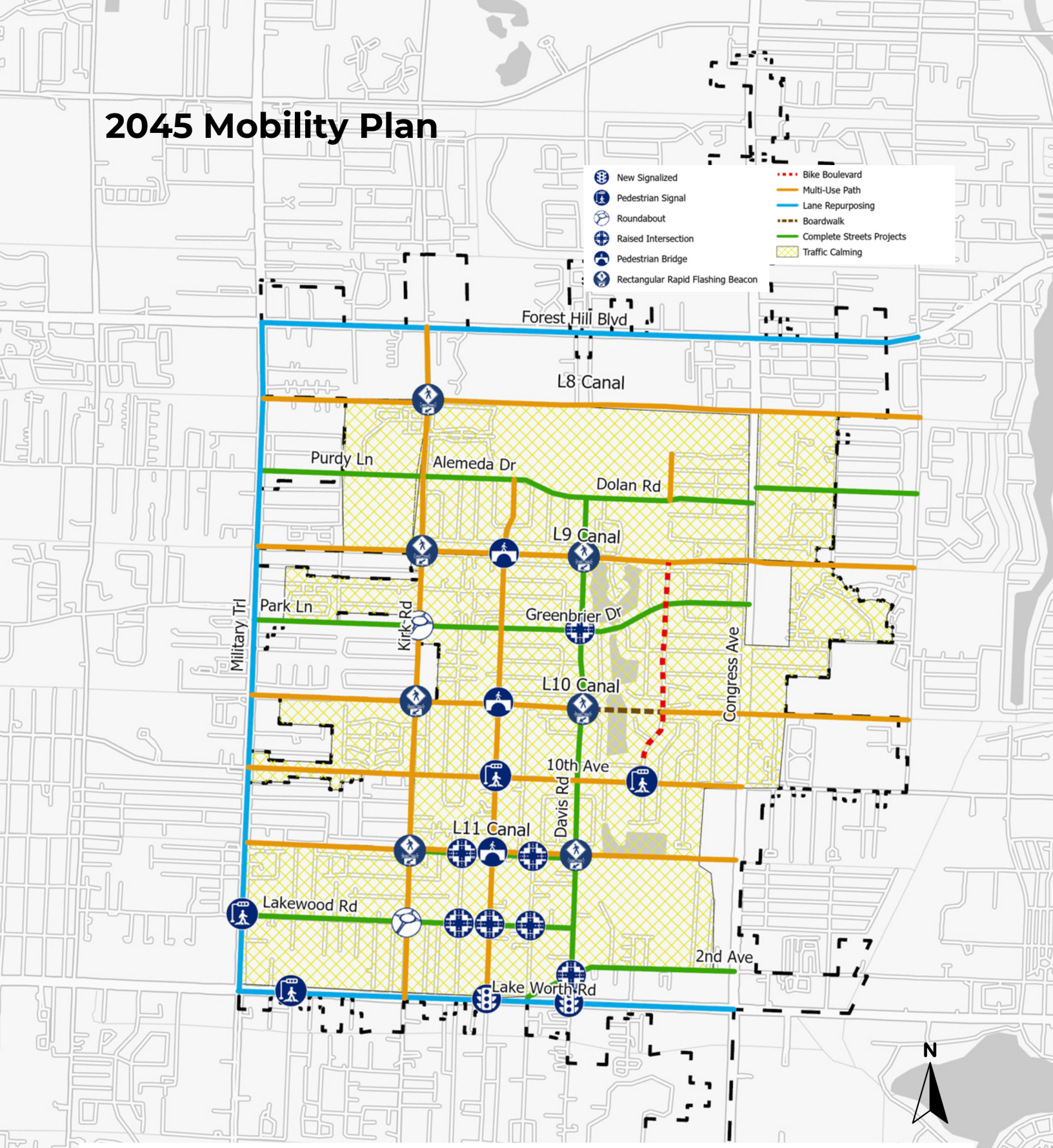
Certain streets in residential areas are recommended as Traffic-Calmed Streets. Traffic-Calmed Streets are streets that feature speed limits of 20 mph or less and incorporate various traffic calming elements such as curb extensions, chicanes, speed bumps / humps / tables, roundabouts and traffic circles.

One traffic calming technique utilizes restriping to create what is known as 'Yield Streets.' Yield Streets function as a traffic calming measure by using on-street parking or advisory bicycle lanes to visually narrow the width of the street and slow traffic. Yield Streets require drivers to slow down and use 'pull-off' locations to pass oncoming traffic. Other traffic-calmed streets have horizontal features that narrow the roadway, vertical features to encourage slower speeds, and safe crossings across high volume corridors.

The Sidewalk Improvement Program and ADA Transition Plan Implementation have been included to allow Mobility Fees to be used to fund sidewalks gaps and ADA improvements to address needs that have already been identified by the Village.

The implementation of a Vision Zero Action Policy and Plan, Wayfinding Program, and Tactical Urbanism Program are additional steps the Village could choose to take. By taking a comprehensive approach that considers the needs of all users and modes of transportation, Palm Springs can create a safe, accessible, and sustainable transportation system that supports the well-being of its residents and visitors.

2045 Mobility Plan



Mobility Projects for the Complete Streets Plan are shown on Appendix A. The Multimodal Plan (Appendix B) features new multimodal facilities such as, boardwalks, shared-use paths, and multi-use trails to meet the goals of the Mobility Plan.

EPA, NPS, US Census Bureau, USDA, USFWS

SECTION 7

Next Steps

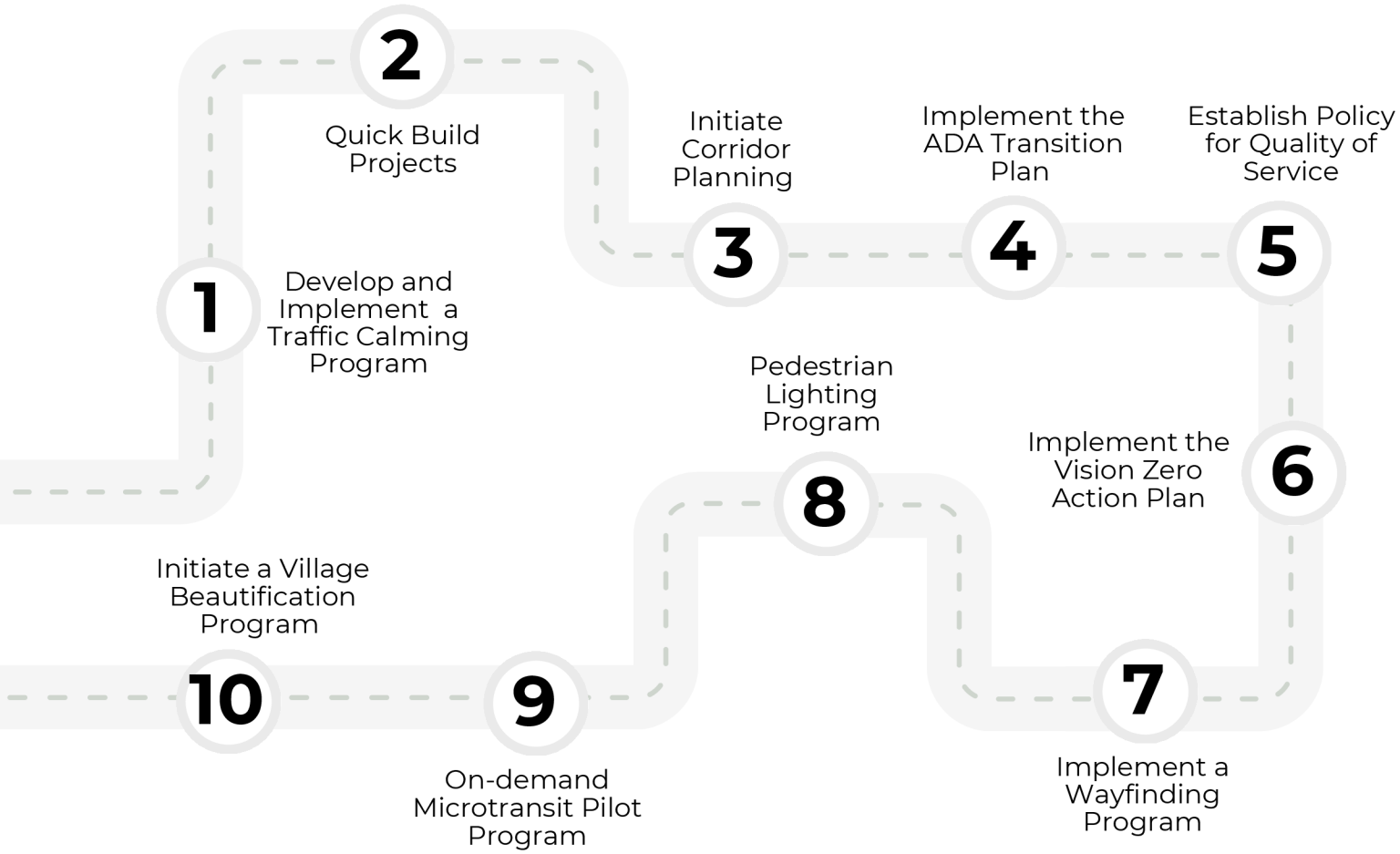


Next Steps

Palm Springs has many opportunities to meet the needs of residents now and for years to come. The Mobility Plan and Mobility Fee is a step towards a more robust and reflective network. The following next step programs and policies will support the Village as it moves towards implementing the identified mobility projects. Adopting and developing these policies and programs will support long-term objectives and continue the short and near term momentum necessary to achieve plan elements.

Potential next steps have been categorized into policy and planning, programs, and projects. Cities across Florida use these as ways to ensure the Mobility Plan is met and executed.

STEP BY STEP



1 Develop and Implement Residential Traffic Calming Program

Background

The Village should develop a Residential Traffic Calming Program and Ordinance as a next-step program. The limits of the Residential Traffic Calming Program should be implemented throughout the Village in residential focused areas. The Residential Traffic Calming Program prioritizes the safe and efficient movement of people bicycling, walking, and accessing transit by reducing motor vehicle speeds. Traffic calming is a low-impact, low-cost solution to achieving Complete Streets within the local roadway network and has been found to be effective in altering driver behavior. The goals of traffic calming are:

- Reduce vehicle traffic and speeds on local roads
- Enhance quality of life for residents and visitors
- Reduce crashes and improve safety

The Residential Traffic Calming Program establishes various horizontal and vertical elements to be used. Potential horizontal elements include street murals, pavement markings, on-street bike lanes, and other elements to narrow effective travel lane widths. The program would also establish criteria for vertical elements such as divided medians, chicanes, speed bumps / tables, raised intersections, or curb extensions. A balance of horizontal and vertical devices along with intersection treatments such as roundabouts or traffic circles are effective in maintaining residential access, while reducing cut-through traffic and lowering vehicle speeds.

Guidance

The program follows a four-step process, including:

1. A petition and preliminary evaluation,
2. A traffic study,
3. A public meeting; and
4. A final evaluation and implementation

To meet the minimum requirements for traffic calming and use best practices, the following criteria should be considered:

- The street must be a local residential street or collector street, with a posted speed limit of 20 mph or less.
- The street must have an average daily traffic volume of less than 5,000 vehicles.
- The street must not serve as an emergency vehicle route.
- The street must not have any physical constraints that would prevent the implementation of traffic calming measures, such as drainage ditches, narrow rights-of-way, or overhead utilities.
- The traffic calming measure must consider the impact on public safety or emergency response times (with thresholds defined by the program).
- The traffic calming measure must not negatively impact transit service (with thresholds defined by the program).
- The traffic calming measure must be supported by a majority of affected property owners.
- The traffic calming measure must be deemed feasible by the Village's traffic engineering staff.
- The traffic calming measure must be cost-effective and sustainable.
- The traffic calming measure must comply with all applicable design standards and guidelines.

Traffic Calming Examples

Traffic Calming Technique	Description	Advantages	Disadvantages
Speed Humps	Raised pavement sections that force drivers to slow down	Effective at reducing speeding; Relatively low cost	Can cause discomfort for passengers and emergency vehicles
Roundabouts	Circular intersections that slow traffic and improve flow	Reduce number and severity of crashes; Improve traffic flow	Require more space than traditional intersections; Can increase congestion during peak hours
Chicanes	Altering the layout of streets to create curves or other challenging features	Slows traffic; Creates visual interest	Can be expensive; May cause confusion for drivers
Shared Spaces	Removing traditional street markings and signals to encourage drivers, cyclists, and pedestrians to share the road	Reduces speed and promotes safety; Can improve aesthetics of the area	Requires significant public education and outreach; May be confusing for drivers and pedestrians
Traffic Islands	Raised areas in the center of a street that force drivers to slow down and navigate around them	Effective at reducing speeding; Can improve aesthetics of the area	Require significant space; Can obstruct emergency vehicle access

Other traffic calming design considerations include:

- Target speed of 20 MPH.
- The most effective distance between traffic calming devices is 300-500 feet.
- Traffic calming devices should not be less than 150 feet from an intersection or bridge.

To formalize the program, the Village should adopt a Traffic Calming Ordinance, develop a Traffic Calming Advisory Committee composed of technical and public stakeholders, and allocate funding to this program. Residents will have step by step instructions on submitting a petition to the Village Public Works Department. The combination of program elements provide a formal process to assess community requests, provide for technical determination of feasibility and develop a traffic calming device menu.

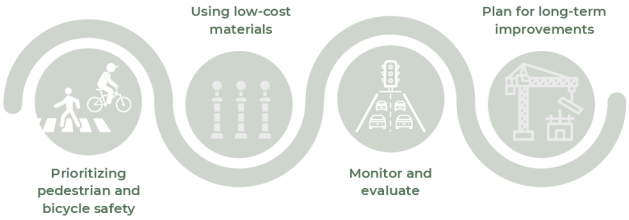
2 Develop a Quick Build Program

Background

Tactical Urbanism, or quick build road projects, are a type of transportation infrastructure project that is designed to be constructed quickly and inexpensively, often using low-cost materials and temporary designs. These projects are intended to provide immediate improvements to the transportation network, while also allowing for future, more permanent, adjustments based on feedback, monitoring and evaluation, and data.

The Village of Palm Springs should consider the guidance provided by NACTO's "Don't Give Up at the Intersection" report to implement quick build road projects that prioritize the safety and accessibility of all transportation users. This could involve using low-cost materials and temporary designs to quickly and efficiently implement improvements to intersections and other transportation infrastructure.

The Village should consider several key recommendations for improving intersection design, including:



Guidance

Tactical Urbanism projects typically use a variety of low-cost, easy-to-implement materials that are readily available and can be quickly installed. Here are some examples of quick build materials:

- Paint: Paint can be used to create temporary or semi-permanent markings, such as crosswalks, bike lanes, and traffic calming measures.
- Plastic bollards: Plastic bollards are durable and flexible barriers that can be quickly installed to separate bike lanes from vehicular traffic or to create temporary pedestrian plazas.
- Planters: Planters can be used to create temporary curb extensions, which help slow down traffic and create more space for pedestrians and cyclists.
- **Rubber speed humps:** Rubber speed humps can be used to reduce vehicle speeds and improve safety for pedestrians and cyclists.
- **Flexible posts:** Flexible posts can be used to delineate bike lanes or other areas of the road, and can be easily removed if necessary.
- **Prefabricated elements:** Prefabricated elements, such as concrete curb extensions or pedestrian islands, can be used to quickly and easily create semi-permanent infrastructure improvements.

These materials can be used to create a range of quick build projects, from temporary pop-up bike lanes to semi-permanent pedestrian plazas. By using low-cost, readily available materials, these projects can be implemented quickly and inexpensively, making it easier to run pilot programs and make rapid improvements to transportation infrastructure.

3 Initiate Corridor Planning

Background

It is recommended that the Village of Palm Springs fund and program preliminary planning and engineering studies for select projects to ensure project feasibility. Mobility Plan project recommendations should be prioritized and programmed for implementation into the Village's Capital Improvements Plan.

To ensure project feasibility, the Village should invest in funding preliminary planning and engineering studies. Steps for Corridor Planning involve a process of assessing what data, decisions and relationships need to be considered, acquired or made throughout the corridor planning process.

The Village may benefit in developing a Corridor Planning Checklist to highlight risks and funding opportunities. Per F.S. 163.317, a Capital Improvement Plan is to be reviewed by the local government on an annual basis, the corridor planning phase can be identified as an initial phase of an unfunded project. The Village should provide detailed information about the proposed project through a Corridor Planning Development process.

Guidance

The following are items that may be included in a Corridor Planning Checklist:

- Project location, limits, and length
- Project purpose
- Existing posted speed and target speed with anticipated changes in posted speed limits and design speeds
- Consistency of the proposed project with the applicable Long-Range Transportation Plan ("LRTP"), Transportation Improvement Program ("TIP"), Transit Development Plan ("TDP"), Comprehensive Plan, master plans, visions, and Complete Streets Initiatives.
- Safety Analysis
- Impact on school crossing locations and midblock crossings
- Case-specific special considerations to be determined (e.g., railroad crossing improvements)
- Proposed change in lane configuration - typical sections development
- Proposed use(s) for the right-of-way after the lanes are eliminated (e.g., widened sidewalks, bicycle lanes, landscaping, on-street parking, and transit lanes)
- Impact on bicycle/pedestrian infrastructure and connectivity
- Impact on transit routes, stop locations (including appropriateness of turn radii and lane widths), include total number of stops and routes in the area
- Utilities coordination, proposed utilities upgrades and capital improvement projects, development projects, etc.
- Public involvement, agency outreach and endorsement - plan for obtaining input and review from businesses, residents, and other stakeholders
- Project cost estimate, funding source, and schedule

4 Implement the ADA Transition Plan

Background

I'll help you write an ADA Transition Plan following a similar format and length.
Background It is recommended that municipalities develop and implement a comprehensive Americans with Disabilities Act (“ADA”) Transition Plan to ensure equal access to all public facilities, programs, and services for individuals with disabilities. The ADA, enacted in 1990, requires public entities to remove barriers that prevent people with disabilities from accessing public spaces and services.

The Village has demonstrated its commitment to ADA compliance by conducting a thorough evaluation of its facilities and infrastructure, identifying specific barriers that need to be addressed. This proactive approach positions the Village to move forward with strategic barrier removal and accessibility improvements. The implementation phase will focus on systematically addressing identified barriers in buildings, sidewalks, curb ramps, pedestrian signals, and other public infrastructure throughout Palm Springs. For the Village, executing this transition plan will help prioritize improvements, allocate resources effectively, and ensure systematic progress toward full accessibility. The plan's implementation will create a more inclusive environment for all community members while maintaining compliance with federal ADA requirements. Regular monitoring and updates will ensure the plan remains responsive to community needs and effectively addresses the identified barriers.

Guidance

To successfully implement the ADA Transition Plan based on the completed self-assessment, the Village of Palm Springs should establish a comprehensive framework that includes prioritization strategies, detailed timelines, clear responsibilities, and ongoing monitoring processes.

Key Implementation Elements:

- Prioritization Strategy - Develop a clear ranking system for addressing barriers based on severity of impact, frequency of facility use, and public input from the disability community
- Implementation Timeline - Create a detailed schedule for barrier removal projects, including specific start and completion dates, considering both immediate needs and long-term improvements
- Project Management Responsibilities - Designate specific staff members or departments to oversee various aspects of the plan's implementation, ensuring clear accountability and coordination
- Cost Analysis and Budgeting - Prepare detailed cost estimates for each identified barrier removal project and develop annual budget allocations to support systematic improvements
- Technical Compliance Standards - Establish specific construction and design standards that meet or exceed current ADA requirements for all barrier removal and modification projects
- Public Communication Plan - Maintain regular updates to the community about implementation progress, upcoming projects, and opportunities for public input through various communication channels

5 Adopt Quality of Service (QOS) Standards

Background

The Village should develop Quality of Service ("QOS") standards to establish a policy framework for moving towards Vision Zero and Safer Streets for All.

Street QOS standards are based on posted speed limits and are recommended for adoption in the Comprehensive Plan in recognition that slower speeds create a safer transportation system for all modes of travel. QOS standards for people walking, biking, or using micromobility or microtransit are based on (1) the width of the facility (i.e., bike lane, path, sidewalk); (2) the type of physical separation between multimodal facilities and travel lanes for cars, SUVs, and other motor vehicles; and (3) the posted speed limit.

QOS standards can either be an alternative or a complement to roadway LOS standards. They are similar to roadway LOS standards in that they offer a methodology with which to evaluate deficiencies in the transportation system.

A clear methodology allows cities to correct public facility deficiencies and identify system needs which are necessary to implement the comprehensive plan in a consistent manner. QOS standards provide a more flexible and innovative methodology (approved by FDOT) within which to reimagine who the transportation system is serving and how streets are designed and evaluated.

Guidance

QOS standards are intended to be used for the following planning and design activities and incorporation into the Comprehensive Plan ("CP") and Land Development Regulations ("LDRs"):

- Identification of mobility needs and mobility projects to address those needs.
- Performance measures to evaluate over time changes in service and mobility provided.
- Prioritize mobility projects for annual capital improvement programming.
- Develop Complete Streets design standards in the LDRs for new and retrofitted streets.
- Implement FDOT's Context Classifications for Complete Streets.
- Develop mobility strategies in the Comprehensive Plan and Land Development Regulations for new development.
- Develop a multimodal site access analysis methodology and internal street evaluation requirements; and
- Develop multimodal criteria to review Comprehensive Plan Amendments and Planned Unit Developments.

6 Implement the Vision Zero Action Plan

Background

Vision Zero is a road safety policy that aims to eliminate all traffic fatalities and serious injuries, while increasing safe, healthy, equitable mobility for all. The Village of Palm Springs can benefit from a Vision Zero Policy as it will create a safe, healthy and equitable environment for all residents and visitors, and help to prevent traffic-related deaths and injuries. The policy focuses on the 3 Es: Engineering, Education, and Enforcement, which are crucial to improving road safety.

	# of Crashes	# of Injuries	# of Fatalities
Riviera Beach	4,999	1,243	34
Village of Palm Springs	18,101	2,949	37

Between 2014 and 2023, Riviera Beach has significantly fewer crashes and injuries compared to the Village of Palm Springs. Riviera Beach records a total of 4,999 crashes, about one-fourth of the 18,101 crashes in the Village of Palm Springs. Similarly, Riviera Beach has less than half the number of injuries and roughly the same number of fatalities as the Village of Palm Springs.

Guidance

The 3 Es for the Village of Palm Springs are:

- Engineering: This involves designing and building streets that prioritize the safety of all users, including pedestrians, bicyclists, and motorists. It includes actions such as traffic calming, shared-use paths, and pedestrian crossings.
- Education: This involves educating the public about road safety, through programs such as driver education, public awareness campaigns, and community events.
- Enforcement: This involves enforcing traffic laws to ensure that all road users are obeying the rules of the road. This can include increased police presence, automated speed cameras, and targeted enforcement efforts.

A Vision Zero Action Plan is a document that outlines the specific actions and strategies that a Village will undertake to achieve zero traffic fatalities and serious injuries. It includes a range of strategies across the 3 Es, and typically involves collaboration between multiple Village departments, community groups, and other stakeholders.

An example of a simple Vision Zero strategy is the "20 is Plenty" campaign, which aims to reduce speed limits to 20 mph in residential areas. This campaign has been shown to improve road safety and reduce fatalities and serious injuries. The Village could adopt the campaign by resolution.

7 Implement a Wayfinding Program

Background

It is recommended that the Village of Palm Springs implement a wayfinding program to enhance the efficiency of the transportation system, improve access, and facilitate placemaking. Complete Streets often use wayfinding and route signage as essential components of mobility planning elements beyond the construction of a continuous, interconnected network of multimodal improvements.

Wayfinding can be both physical and virtual tools that provide predictability and consistency in the way people find their points of interest around the Village. The approach to any project begins with understanding community needs and the environment; to help people become familiar with the surroundings, and provide guidance to destinations. Locations of significant landmarks, historic sites and architectural buildings are examples of destinations. At these locations, a simple sign or symbol is preferred, but it must be distinctive.

Image 21: Village of Palm Springs Wayfinding Standards

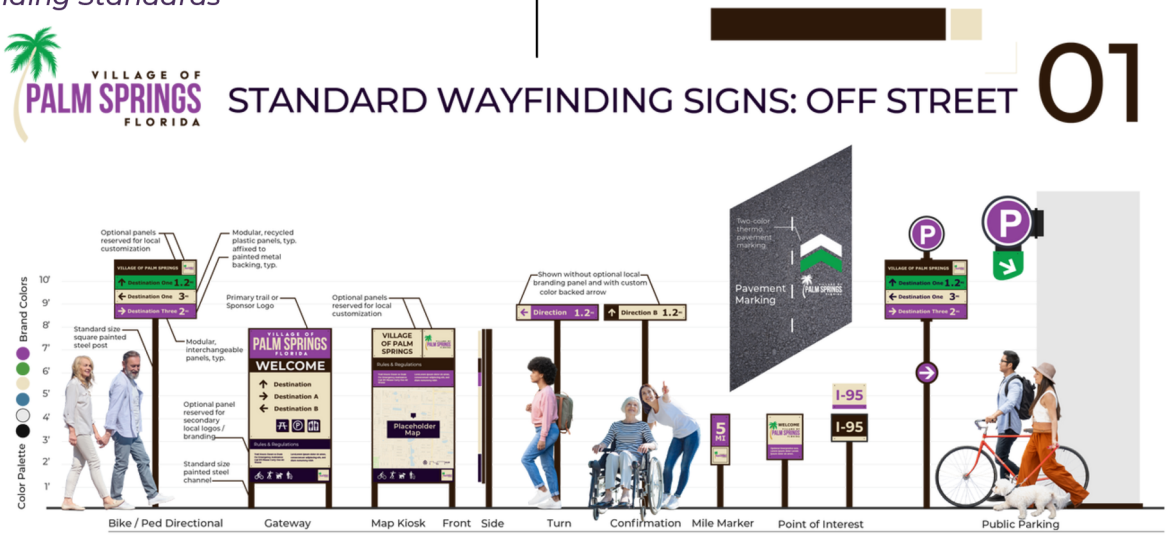
Guidance

The following criteria are priorities for phased implementation to develop a effective implementation schedule:

- Develop a funding strategy and project phasing.
- Determine program specifications.
- Develop a location plan.
- Visioning and public meeting to present preliminary recommendations.

The following best practices will assist the Village to provide seamless wayfinding that addresses all modes of transportation starting with pedestrians:

- Destinations can be conveyed with walking information deployed in stations and other digital tools utilizing and leveraging technology to quickly obtain information through modal integration.
- A strategic deployment of a single standard that is unique to the district allowing for content that is unique to the area through local distinctiveness.
- Design for all users by developing a plan that prioritizes safety, with accessibility as the focal point.



8 Implement a Pedestrian Level Lighting

Background

It is recommended that the Village of Palm Springs implement enhanced pedestrian-level lighting standards to improve safety, accessibility, and visibility for all users of public spaces, particularly during evening hours. The Village's commitment to creating well-lit pathways and public areas demonstrates its dedication to community safety and accessibility. Proper lighting is essential for creating secure walking environments, reducing trip hazards, and ensuring that all community members, including those with visual impairments, can navigate public spaces safely.

For the Village, implementing comprehensive lighting standards will enhance the overall quality of public spaces, support crime prevention through environmental design ("CPTED") principles, and improve the visibility of pathway obstacles and elevation changes. The lighting implementation should focus on walkways, crosswalks, public gathering spaces, and areas with high pedestrian activity. Standardized lighting specifications will ensure consistent illumination levels throughout the Village while considering energy efficiency and dark sky compliance.

Guidance

Enhanced pedestrian lighting is important for creating safe, accessible pathways throughout the Village. Implementation should follow specific technical standards while considering both safety and aesthetic impacts.

Key Implementation Elements:

- Light Level Requirements - Maintain minimum 1.0 footcandle along pedestrian walkways and 2.0 footcandles at crosswalks and intersections, with a maximum uniformity ratio of 4:1
- Fixture Specifications - Install energy-efficient LED luminaires mounted at 12-14 feet height for pathways and 16 feet maximum for parking areas, using full cut-off fixtures to minimize light pollution
- Color Temperature - Utilize warm white LED lights (3000K-4000K) to provide natural color rendering while maintaining visual comfort
- Control Systems - Implement photoelectric controls for automatic dusk-to-dawn operation, with the capability to adjust lighting levels during low-activity periods
- Priority Areas - Focus initial implementation on high-traffic pedestrian zones, transit stops, parks, buildings, and areas identified in the ADA assessment as needing improved visibility
- Maintenance Schedule - Establish regular inspection and maintenance protocols, including quarterly checks for proper operation and annual cleaning of fixtures
- Energy Efficiency - Select fixtures meeting or exceeding Energy Star certification requirements, with a minimum efficiency of 100 lumens per watt
- Dark Sky Compliance - Ensure all new fixtures meet International Dark Sky Association (IDA) standards for reducing light pollution and sky glow

9 On-Demand Microtransit Pilot

Background

On-demand microtransit is a flexible transportation service that uses small, low-speed vehicles such as golf carts to transport people on short trips within a defined service area. The service is typically summoned through a smartphone app, allowing riders to schedule a pick-up and drop-off location and time.

For the Village of Palm Springs, a microtransit service using low-speed vehicles could help provide transportation options for people who may not have access to a personal vehicle or find it hard to walk long distances. This could make transportation more affordable and convenient for residents and visitors, reducing the need for personal vehicles and parking. Using microtransit would also give the Village more control over its transit service, instead of relying solely on the regional PalmTran bus system. A microtransit service would be useful for short, local trips that are around 3 miles or less. These trips make up around half of all daily trips.

During major events in the Village of Palm Springs, on-demand microtransit could help offset parking demand by providing a convenient transportation option for attendees. The service could transport attendees from designated parking areas to the event location, reducing the need for large parking lots and easing traffic congestion in the downtown area.

Guidance

To initiate the on-demand microtransit, the Village should consider the following:

- Conduct a feasibility study: Conduct a feasibility study to determine the need for on-demand microtransit services and the areas that require such services. The study would also help in identifying potential partners and service providers.
- Develop a plan: Develop a plan that outlines the goals, objectives, and strategies for implementing on-demand microtransit services. The plan should also outline the roles and responsibilities of various stakeholders.
- Identify partners: Identify potential partners, such as microtransit service providers, private developers, and event organizers. Establishing partnerships with local businesses and event organizers would help offset the demand for parking during events.
- Develop a pilot program: The pilot program would help determine the level of demand and help identify any issues that need to be addressed.
- Obtain permits: Low-speed vehicles typically cannot operate on arterial roads with posted speed of 35 MPH or higher. The Village would need to obtain permits from relevant authorities, such as the Florida Department of Transportation (FDOT) and Palm Beach County, for the use of low-speed vehicles on State or County roads.
- Publicize the program: Publicize the on-demand microtransit program through various channels, such as social media, local news outlets, and community events.

10 Initiate a Village Beautification Program (Streetscape, Street Trees and Landscape Enhancement Plan)

Background

It is recommended that the Village of Palm Springs establish a comprehensive Beautification Program encompassing streetscape, street trees, landscape enhancement, and canal bank improvements. This initiative would transform both traditional streetscapes and the Village's extensive canal system into attractive, functional spaces that enhance the community's character. Through collaboration with the Lake Worth Drainage District ("LWDD"), the Village can extend beautification efforts to canal banks, creating linear parks and enhanced green corridors while maintaining necessary drainage functions. Streetscape and tree canopy improvements, combined with canal bank enhancements, are crucial for creating safe, comfortable, and attractive environments for multimodal travel while improving overall urban quality. The program would begin with a thorough inventory of existing landscape assets, including canal banks, to identify appropriate types of canopy and understory trees, establish landscape treatments, and develop prioritization criteria. The focus would be on core objectives including enhancing existing vegetation, implementing proposed streetscape projects, and adding canopy trees where Complete Streets and multimodal improvements are recommended. Success requires dedicated staff for program initiation and maintenance, as well as strong coordination with LWDD for canal bank improvements.

Guidance

A comprehensive beautification strategy requires careful planning, sustainable funding, and clear implementation guidelines for both traditional streetscapes and canal bank enhancements.

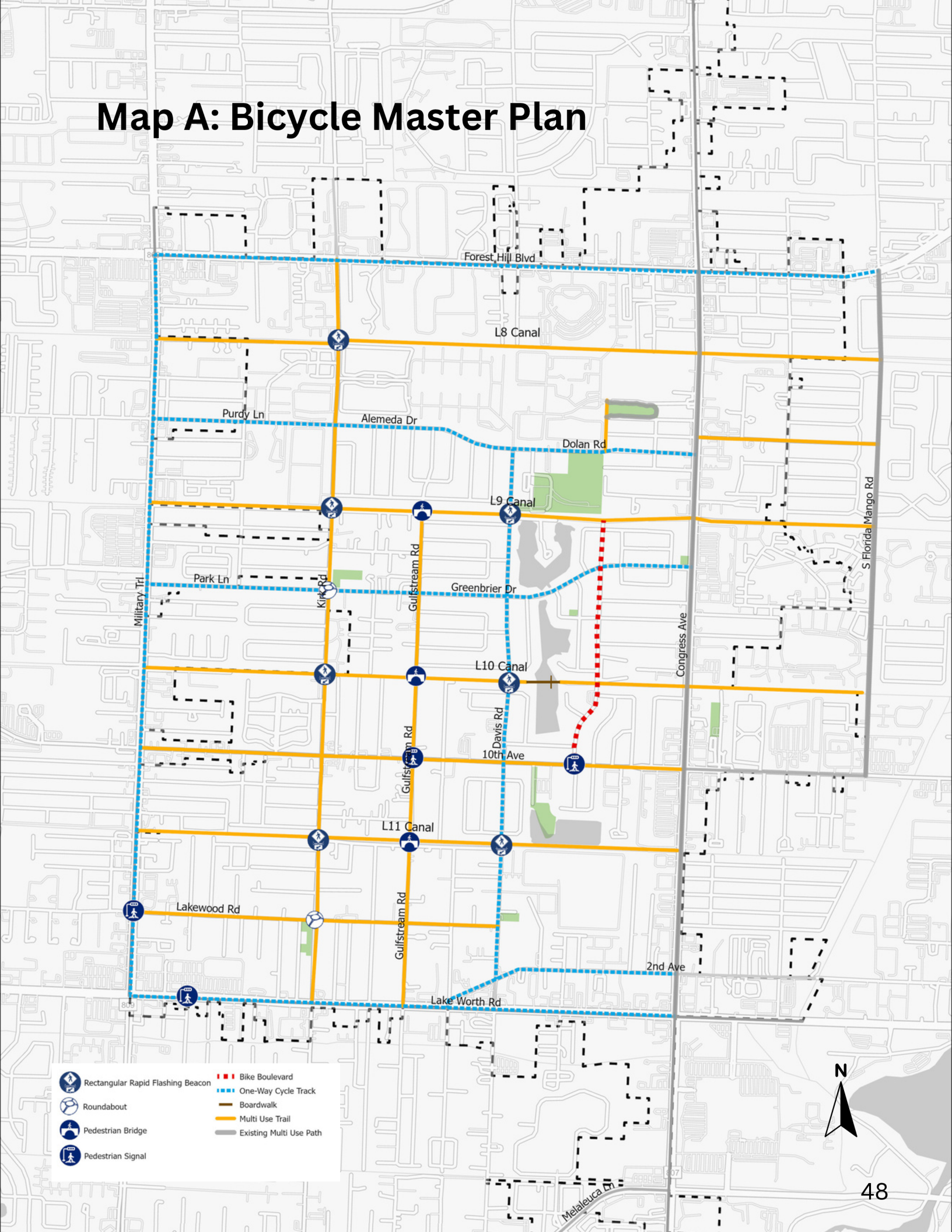
Key Implementation Elements:

- Funding Mechanism - Dedicate 1% of developer fees to the Village's Beautification program, potentially supplemented by grants and public-private partnerships, with specific allocations for canal bank projects
- LWDD Partnership Framework - Develop formal agreements with LWDD outlining responsibilities, maintenance protocols, and design standards for canal bank improvements while ensuring drainage function preservation
- Native Species Selection - Consult with arborists and LWDD to create an approved list of Florida native trees and plants suitable for both streetscapes and canal banks, emphasizing species that enhance water quality and bank stability
- Implementation Process - Integrate beautification projects into existing street maintenance programs while coordinating with LWDD's maintenance schedule for canal work
- Technical Standards - Establish specific design guidelines for both streetscape and canal bank improvements, including setback requirements, plant spacing, and maintenance access
- Maintenance Protocol - Define clear responsibilities for ongoing maintenance, with the Village, LWDD, and property owners each having specific roles in upkeep and monitoring

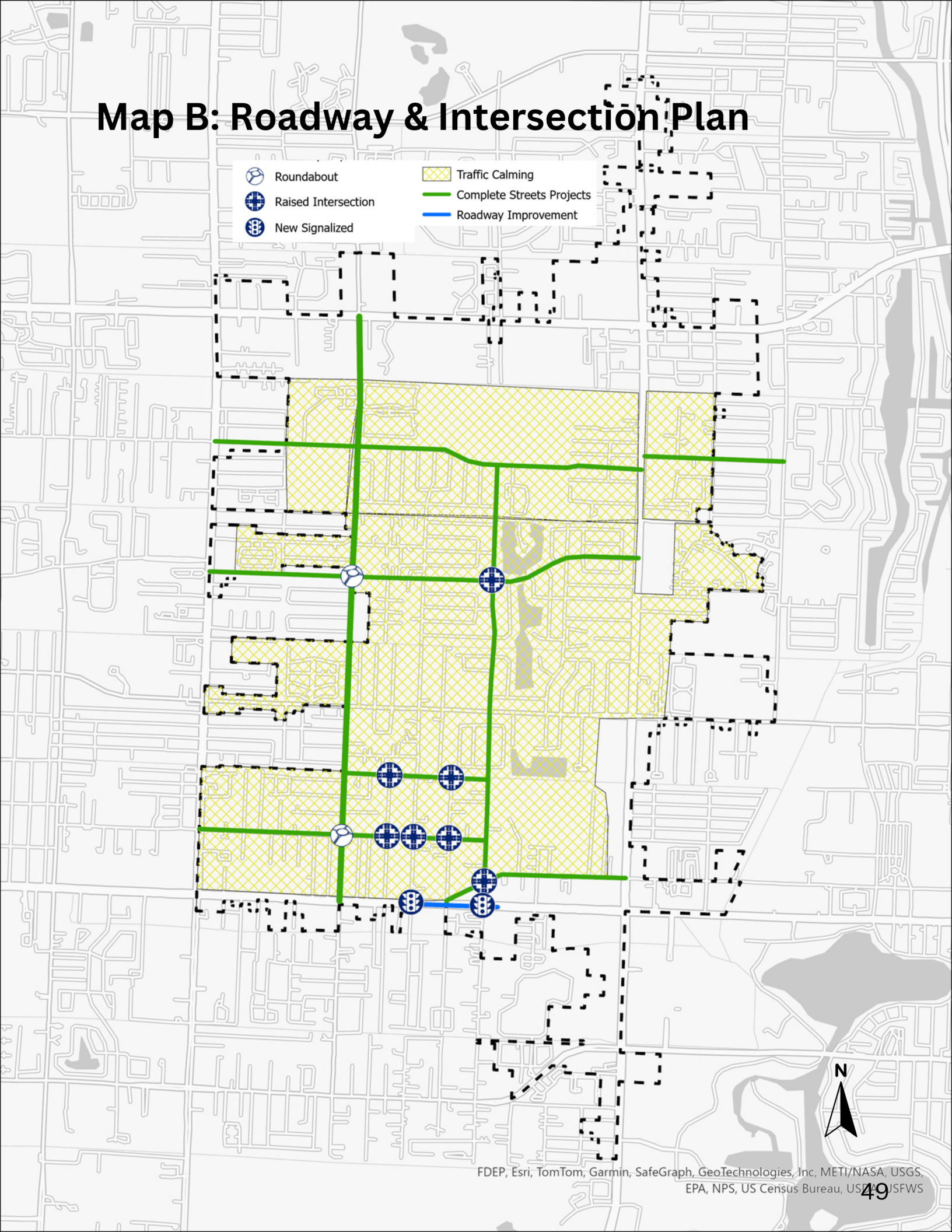
MAPS

Complete Streets

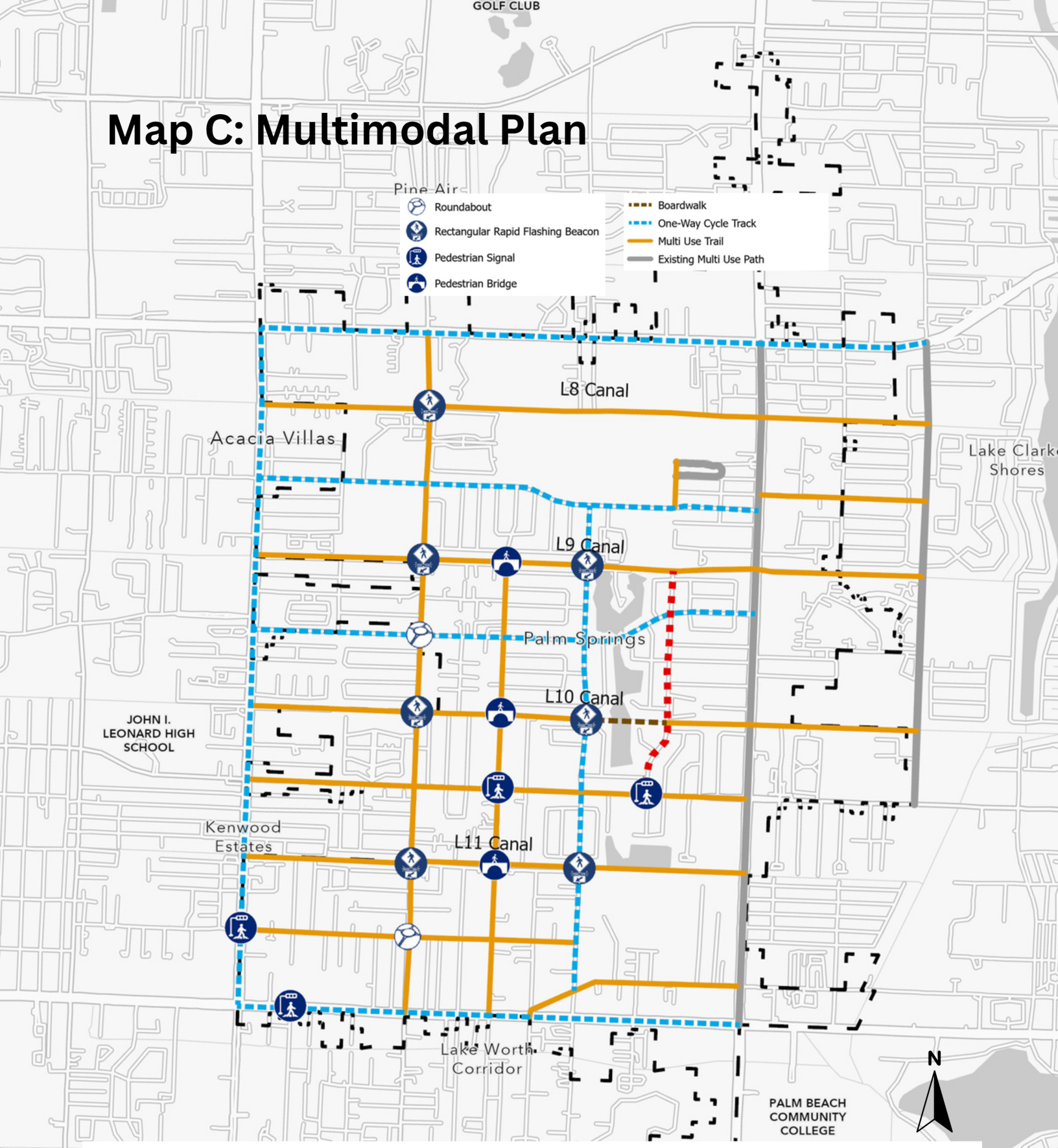
Map A: Bicycle Master Plan



Map B: Roadway & Intersection Plan



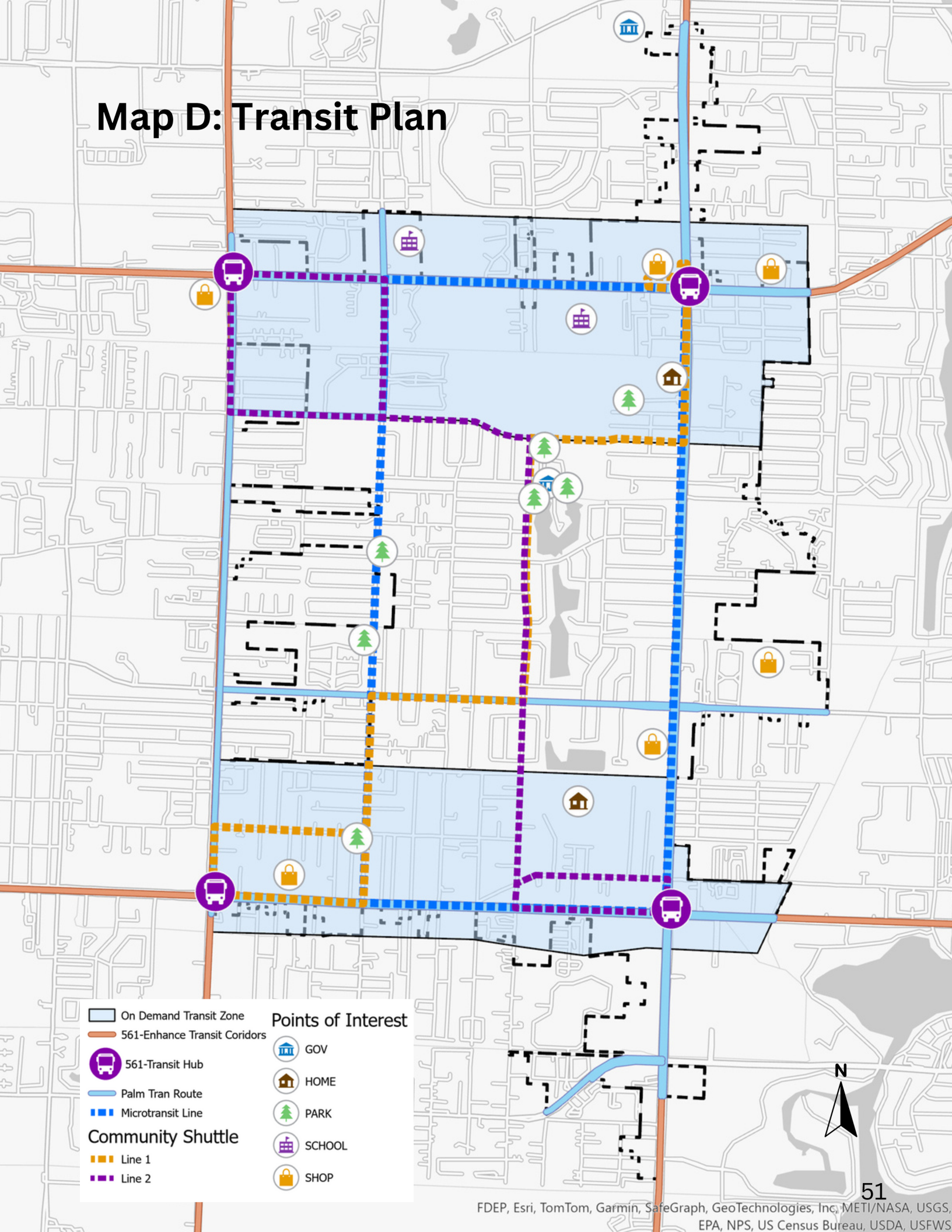
Map C: Multimodal Plan



To illustrate a complete picture of connectivity within the future multimodal transportation system, Map B maps projects in the Mobility Plan with projects recommended in the Village of Palm Springs Multimodal Map

FDEP, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS

Map D: Transit Plan



APPENDIX A

Roadway & Intersections

Mobility Plan Table of Projects / Roadway & Intersection Plan

Project ID	Facility Name	From	To	Length (Miles)	Project Type
1	2nd Ave and Davis Rd, Lakewood Rd and Corrigan Ct, Lakewood Rd and Gulfstream Rd, Lakewood Rd and Coconut Rd, Canal Rd and Coconut Rd, Canal Rd and Corrigan Ct, Greenbrier Dr and Davis Rd.	2nd Avenue	Davis Road	7 EA	Raised Intersection
2	Kirk Rd and Park Ln Roundabout	Kirk Road	Park Lane	EA	Roundabout
3	Kirk Rd and Lakewood Rd Roundabout	Kirk Road	Lakewood Road	EA	Roundabout
4	Lake Worth Rd Improvements from Gulfstream to the Lake Worth Swapshop Drive In	Gulfstream Road	Lake Worth Road	0.31	Intersection Improvement
5	2nd Ave N Complete Streets	S. Congress Avenue	Lake Worth Road	0.66	Complete Streets Project
6	Davis Rd Complete Streets	2nd Avenue	Alameda Drive	1.73	Complete Streets Project
7	Greenbrier Dr/Park Lane	S. Congress Avenue	Military Trail	1.52	Complete Streets Project
8	Purdy Road, Dolan Rd and Alameda Dr Complete Streets	S. Congress Avenue	Military Trail	1.53	Complete Streets Project
9	Meadow Rd Complete Streets	Meadow Road	Forest Hill Boulevard	0.77	Complete Streets Project
10	Lakewood Road Complete Streets	Davis Road	Military Trail	1.01	Complete Streets Project
11	Military Trail Lighting Improvements	Lake Worth Road	Forest Hill Boulevard	2.28	Lighting
12	Forest Hill Lighting Improvements	Florida Mango Road	Military Trail	2.01	Lighting
13	Villagewide Lighting Improvements	Village Wide	Village Wide	Various Locations	Lighting

APPENDIX B

Multimodal



Mobility Plan Table of Projects / Multimodal Plan

Project ID	Facility Name	From	To	Length (Miles)	Project Type
1	Pedestrian Bridge Connection along Gulfstream Rd. over the L-9, L-10 and L11 Canal	Gulfstream Road	Gulfstream Road	3 EA	Pedestrian Bridge
2	Crosswalk RRFB Various Locations (Kirk Rd L-8 Canal, Kirk Rd L-9 Canal, Davis Rd L-9 Canal, Kirk Rd L-10 Canal, Davis Rd L-10 Canal, Kirk Rd L-11 Canal, Davis Rd L-11 Canal)	Village Wide	Village Wide	7 EA	Rectangular Rapid Flashing Beacon
4	Kirk Road Multi-use Path	Lake Worth Road	Forest Hill Boulevard	2.29	Multi Use Trail
5	Canal L-8 Multi-use Path	Lake Worth Road	Forest Hill Boulevard	1.99	Multi Use Trail
6	Canal L-9 Multi-use Path	Lake Worth Road	Forest Hill Boulevard	1.89	Multi Use Trail
7	Canal L-10 Multi-use Path	Lake Worth Road	Forest Hill Boulevard	1.42	Multi Use Trail and Boardwalk
8	Canal L-11 Multi-use Path	Lake Worth Road	Forest Hill Boulevard	2.03	Multi Use Trail
9	Sidewalk Gap Various Locations	Village Wide	Village Wide	27.03	Sidewalk
10	Traffic Calming Villagewide	Village Wide	Village Wide	Various Locations	Traffic Calming
11	Lake Worth Ave. Lane Repurposing	S. Congress Avenue	Military Trail	1.51	Lane Repurposing
12	10th Ave. Multi-use Path	S. Congress Avenue	Military Trail	1.51	Multi-Use Trail
13	Military Trail Lane Repurposing	Lake Worth Road	Forest Hill Boulevard	2.28	Lane Repurposing
14	Forest Hill Lane Repurposing	Florida Mango Road	Military Trail	2.01	Lane Repurposing

APPENDIX C

Mobility Plan Programs

Mobility Plan Table of Projects / Mobility Plan Programs

Project ID	Project Name	Timeframe	Project Type
1	Complete Streets Policy	Short-Term (1-3 Years)	Village Wide
2	ADA Transition Plan	Short-Term (1-3 Years)	Village Wide
4	Safe Routes to School and Park Program	Mid-Term (3-5 Years)	Village Wide
5	Microtransit Community Shuttle Ordinance	Mid-Term (3-5 Years)	Village Wide
6	Microtransit Community Shuttle Program	Mid to Long-Term (10+Years)	Village Wide
7	Vision Zero Action Plan Update	Short to Long-Term (Up to 20 Years)	Village Wide
8	Residential Traffic Calming Ordinance	Short-Term (1-3 Years)	Village Wide
9	Residential Traffic Calming Program	Short to Long-Term (Up to 20 Years)	Village Wide
10	Wayfinding Program	Short-Term (1-3 Years)	Village Wide
11	Pedestrian Lighting Upgrade Program	Mid to Long-Term (10+Years)	Village Wide

2000 PGA Blvd, Suite 4440
Palm Beach Gardens, FL 33408
Phone: 833-NUC-8484
Email: nueurbanconcepts@gmail.com
www.nueurbanconcepts.com

250 Royal Ct.
Delray Beach, FL 33444
Phone: 813-380-6574
Email: uyen@ddec.com
www.ddec.com



Board of County Commissioners
Detail Impact Fee Revenue
Village of Palm Springs

Descriptions	FY 2023 Actual
School Impact Fee Zone 1	$ 1,296,207
Roads Impact Fees Zone 2	694,041
Parks Impact Fees Z-2	174,187
Fire Rescue Impact Fees	56,042
Public Building Impact Fees	31,001
Grand Total	**$ 2,251,479**

Summary of Impact Fees	FY 2023 Actual
School	$ 1,296,207
Roads	694,041
Fire Rescue	174,187
Parks	56,042
Public Building	31,001
Grand Total	**$ 2,251,479**

Board of County Commissioners
Impact Fees Expenditures
Road Program Zone 2

Project Name		FY 2023 Expenditure
Florida Mango Rd Over LWDD L-9&L-10 Canals, Bridge Replace	$	133,882
Okeechobee Blvd & Church St. Intersection Imp	$	6,511
Florida Mango Rd, Barbados Rd To N Of Myrica Rd	$	33,186
Military Tr & Forest Hill Blvd Intersection	$	1,382,716
45th St/E Of Haverhill To W Of Military Trail	$	12,141
Fl Mango Over LWDD L-8 Canal to Edgewater Dr to S of Barbado	$	1,757,022
10th Ave N & Boutwell Rd Intersection	$	11,969
Australian Ave/Banyan Blvd to 45th St	$	131,199
Florida Mango Rd Over LWDD L-6 Canal	$	53,945
Roebuck Rd/Jog Rd To Haverhill Rd	$	748
Haverhill Rd/N. Of Caribbean Blvd to Bee Line Hwy	$	598,518
Congress Ave & Palm Beach Lakes Blvd Intersection	$	106,384
Okeechobee Blvd/Haverhill Rd Intersection Imp	$	72,189
Gun Club Rd, Forest Estates Dr to LWDD E 3 Canal	$	86,139
Kirk Rd, Summit Blvd to Gun Club Rd	$	77,305
Kirk Rd, LWDD L-7 to Summit Blvd	$	46,042
10th Ave N, W of Congress Ave to I-95	$	512
Austrailian Avenue, I-95 to Okeechobee Blvd	$	49,664
Haverhill Rd., S. of Ceceile Ave. to N. of Century Blvd	$	11,754
Sherwood Forest Blvd., Lake Worth Rd to N of 10th Ave N	$	2,218
45th St & Haverhill Rd Intersection Improvements	$	5,101
Austrailian Ave. from Banyan Blvd to 45th	$	539,250
Grand Total	**$**	**5,118,395**

Board of County Commissioners
Detail Impact Fee Revenue
Village of Palm Springs

Descriptions	FY 2022 Actual
School Impact Fee Zone 1	$ 509,630
School Impact Fee Zone 2	107,705
Roads Impact Fees Zone 2	582,583
Parks Impact Fees Z-2	75,853
Fire Rescue Impact Fees	30,260
Public Building Impact Fees	27,366
Grand Total	**$ 1,333,396**

Summary of Impact Fees	FY 2022 Actual
School	$ 617,335
Roads	582,583
Fire Rescue	75,853
Parks	30,260
Public Building	27,366
Grand Total	**$ 1,333,396**

Board of County Commissioners
Impact Fees Expenditures
Road Program Zone 2

Project Name	FY 2022 Expenditure
Florida Mango Rd Over LWDD L-9&L-10 Canals, Bridge Replace	$ 87,839
Lake Worth Rd & Jog Rd Intersection	145
Palm Beach Lakes Blvd & N. Robbins Dr.	7,523
Okeechobee Blvd & Church St. Intersection	3,541
Australian Ave & 25th St Intersection	79
Florida Mango Rd, Barbados Rd To N Of Myrica Rd	56,918
Military Tr & Forest Hill Blvd Intersection	256
45th St/E Of Haverhill To W Of Military Trail	20,420
Fl Mango Over LWDD L-8 Canal S of Exuma Rd to N of Antigua Rd	683,259
10th Ave N & Boutwell Rd Intersection	32,350
Australian Ave/Banyan Blvd to 45th St	622,726
Florida Mango Rd Over LWDD L-6 Canal	8,237
Roebuck Rd/Jog Rd To Haverhill Rd	297,268
Haverhill Rd/N. Of Caribbean Blvd to Bee Line Hwy	3,021,392
Congress Ave & Palm Beach Lakes Blvd Intersection	80,035
Okeechobee Blvd/Haverhill Rd Intersection	30,076
Gun Club Rd, Forest Estates Dr to LWDD E 3 Canal	9,476
Kirk Rd, Summit Blvd to Gun Club Rd	219,516
Kirk Rd, LWDD L-7 to Summit Blvd	194,086
10th Ave N. W of Congress Ave to I-95	144,945
Austrailian Avenue, I-95 to Okeechobee Blvd	47,529
10th Ave. N. & Barnett Drive Intersection	-
Haverhill Rd., S. of Ceceile Ave. to N. of Century Blvd	10,952
Sherwood Forest Blvd., Lake Worth Rd to N of 10th Ave N	45,320
45th St & Haverhill Rd Intersection	4,336
Austrailian Ave. from Banyan Blvd to 45th S	66,634
Grand Total	**$ 5,694,857**

Board of County Commissioners
Detail Impact Fee Revenue
Village of Palm Springs

Descriptions	FY 2021 Actual
School Impact Fee Zone 2	$ 191,497
Roads Impact Fees Zone 2	215,027
Parks Impact Fees Z-2	36,362
Fire Rescue Impact Fees	7,289
Public Building Impact Fees	9,830
Grand Total	**$ 460,005**

Summary of Impact Fees	FY 2021 Actual
School	$ 191,497
Roads	215,027
Fire Rescue	36,362
Parks	7,289
Public Building	9,830
Grand Total	**$ 460,005**

Board of County Commissioners
Impact Fees Expenditures
Road Program Zone 2

Project Name	FY 2021 Expenditure
Florida Mango Rd Over LWDD L-9&L-10 Canals, Bridge Replace	$ 54,512
Lake Worth Rd & Jog Rd Intersection	1,422
Palm Beach Lakes Blvd & N. Robbins Dr.	14,547
Okeechobee Blvd & Church St. Intersection	52,935
Australian Ave & 25th St Intersection	6,404
Florida Mango Rd, Barbados Rd To N Of Myrica Rd	241,028
Military Tr & Forest Hill Blvd Intersection	6,761,937
45th St/E Of Haverhill To W Of Military Trail	48,998
Fl Mango Over LWDD L-8 Canal S of Exuma Rd to N of Antigua Rd	34,830
10th Ave N & Boutwell Rd Intersection	4,380
Australian Ave/Banyan Blvd to 45th St	1,839,173
Florida Mango Rd Over LWDD L-6 Canal	10,161
Roebuck Rd/Jog Rd To Haverhill Rd	425,572
Haverhill Rd/N. Of Caribbean Blvd to Bee Line Hwy	3,309,424
Congress Ave & Palm Beach Lakes Blvd Intersection	321,041
Okeechobee Blvd/Haverhill Rd Intersection	22,818
Gun Club Rd, Forest Estates Dr to LWDD E 3 Canal	81,473
Kirk Rd, Summit Blvd to Gun Club Rd	178,179
Kirk Rd, LWDD L-7 to Summit Blvd	77,293
10th Ave N, W of Congress Ave to I-95	54,749
Austrailian Avenue, I-95 to Okeechobee Blvd	56,063
10th Ave. N. & Barnett Drive Intersection	33,204
Haverhill Rd., S. of Ceceile Ave. to N. of Century Blvd	12,413
Sherwood Forest Blvd., Lake Worth Rd to N of 10th Ave N	4,206
45th St & Haverhill Rd Intersection	4,651
Grand Total	**$ 13,651,413**

Board of County Commissioners
Detail Impact Fee Revenue
Village of Palm Springs

Descriptions	2020 Actual
School I/F Zone 2	$24,014
Roads I/F Zone 2	76,867
Parks I/F Zone 2	5,254
Public Building	3,793
Fire Rescue	6,116
Grand Total	$116,044

Summary of Impact Fees	2020 Actual
School	24,014
Roads	76,867
Parks	5,254
Public Building	3,793
Fire Rescue	6,116
Grand Total	$116,044

Board of County Commissioners
Impact Fees Expenditures
Road Program Zone 2

Project Name:	2020 Expenditures
Florida Mango Rd Over LWDD L-9&L-10 Canals, Bridge Replace	$206,159
Lake Worth Rd & Jog Rd Intersection	$9,430
Palm Beach Lakes Blvd & N. Robbins Dr.	$16,695
Okeechobee Blvd & Church St. Intersection	$5,677
Australian Ave & 25th St Intersection	$23,360
Florida Mango Rd, Barbados Rd To N Of Myrica Rd	$115,228
Military Tr & Forest Hill Blvd Intersection	$330,669
Kirk Rd, S Of LWDD L-7 Canal To Pot O'Gold St	$640
45th St/E Of Haverhill To W Of Military Trail	$21,633
Fl Mango Over LWDD L-8 Canal S of Exuma Rd to N of Antigua Rd	$115,412
10th Ave N & Boutwell Rd Intersection	$14,773
Australian Ave/Banyan Ave to 45th St	$175,650
Florida Mango Rd Over LWDD L-6 Canal	$112,151
Roebuck Rd/Jog Rd To Haverhill Rd	$1,350,755
Haverhill Rd/N. Of Caribbean Blvd to Bee Line	$157,705
Purdy Lane/Forest Hill Elem to E of Major Dr	$3,847
Congress Ave & Palm Beach Lakes Blvd Intersection	$24,149
Okeechobee Blvd/Haverhill Rd Intersection	$70,620
Gun Club Rd, Forest Estates Dr to LWDD E 3 Canal	$92,541
Kirk Rd, Summit Blvd to Gun Club Rd	$2,018
Kirk Rd, LWDD L-7 to Summit Blvd	$4,204
10th Ave N, W of Congress Ave to I-95	$1,880
Austrailian Avenue, I-95 to Okeechobee Blvd	$3,925
10th Ave. N. & Barnett Drive Intersection	$2,547
Grand Total	$2,861,668

MOBILITY PLAN & MOBILITY FEE

VILLAGE OF PALM SPRINGS

1ST Reading of Ordinance



June 12th, 2025

Jonathan B. Paul, AICP

NUE URBAN CONCEPTS

LAND USE • MOBILITY • PARKING • FEES

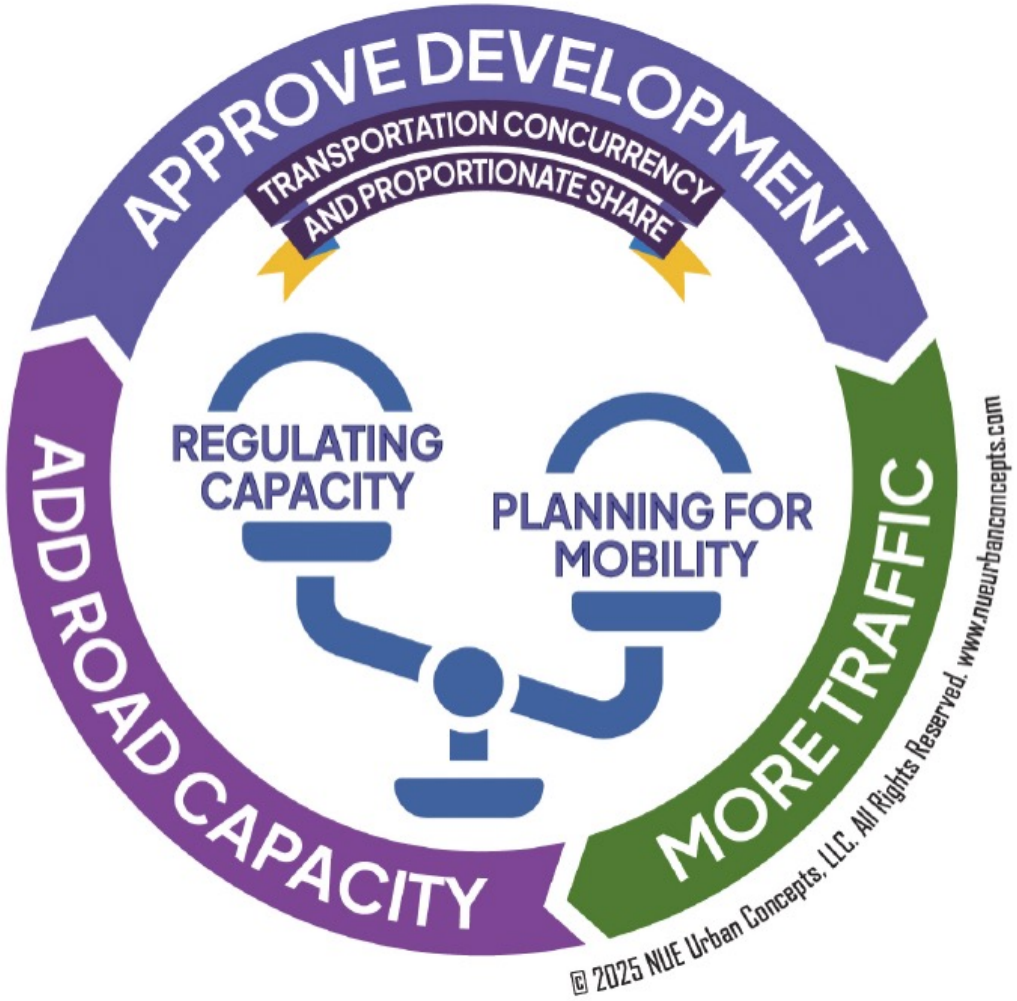
MOVING BEYOND TRANSPORTATION CONCURRENCY

House Bill 479:

Alternative Transportation System

to replace:

- Transportation concurrency
- Proportionate share
- Road impact fees



HOW ARE FEES CURRENTLY ASSESSED?

- Palm Beach County assesses its full Road Impact Fee
- Palm Springs collects the County Road Impact Fee on behalf of the County
- Palm Springs remits the Road Impact Fee to the County
- Palm Beach County funds transportation projects with the Road Impact Fee

HOUSE BILL 479: ADOPTED IN 2024

- **Reiterated that any local government can adopt an alternative transportation system, such as a mobility plan & mobility fee, to replace transportation concurrency, proportionate share, and transportation mitigation fees.**

- **Only one mitigation fee may be collected, by the entity issuing building permits, from development in the City to mitigate transportation impacts.**

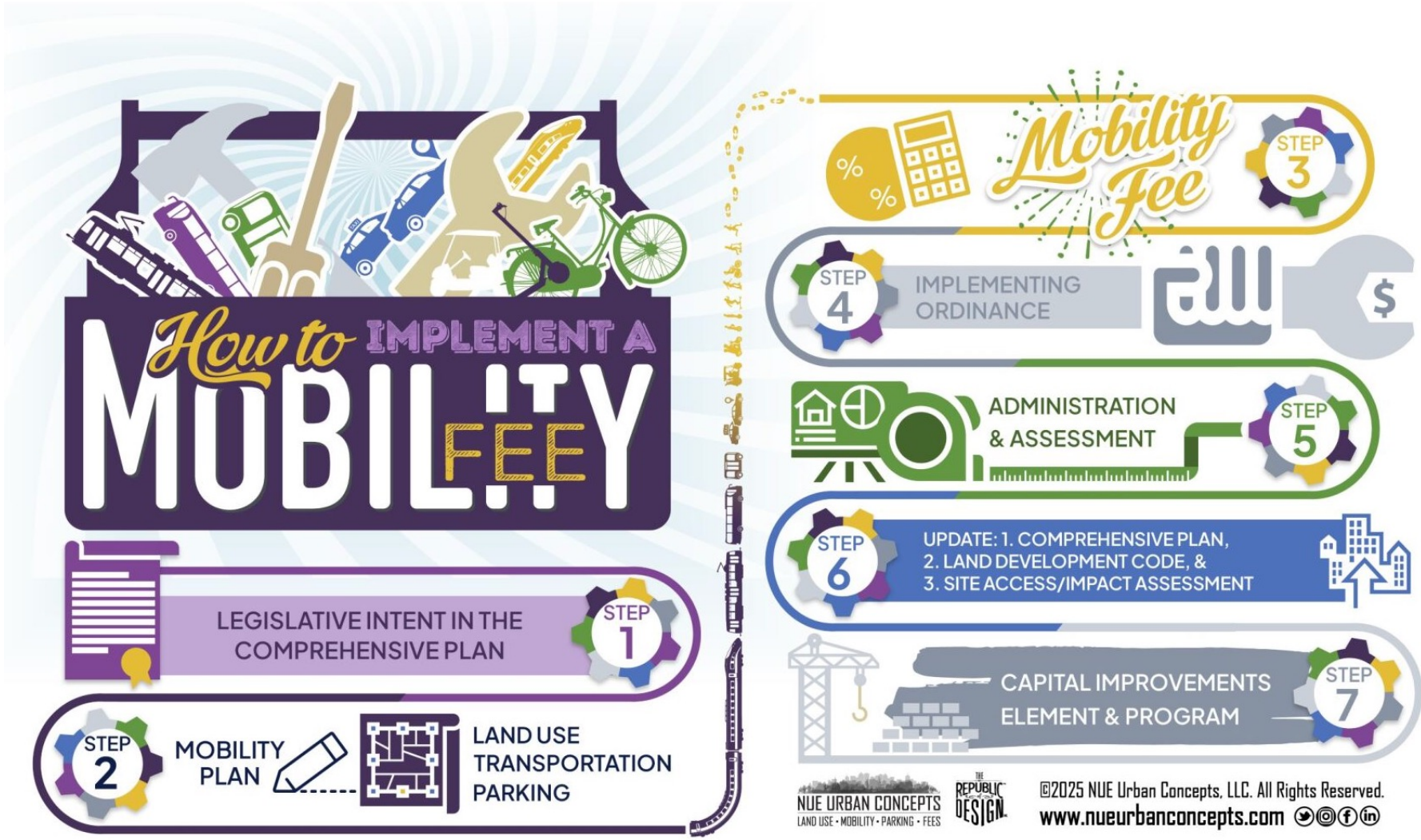
- **Mobility Fee must be based on Mobility Plan projects.**
- **Negotiate interlocal agreement with County based on Mobility Plan projects.**

WHAT IS A MOBILITY FEE?

- Intended to replace the County Mobility Fee
- One-time fee paid by (re)development
- Intended to mitigate transportation impact
- Funding source for Mobility Projects
- Funds variety of Multimodal Infrastructure
- Funds policies, programs and services



HOW TO IMPLEMENT A MOBILITY FEE



VILLAGE OF PALM SPRINGS

MOBILITY FEE
TECHNICAL REPORT

JUNE 2025



MOBILITY COHORT

NUE URBAN CONCEPTS
LAND USE • MOBILITY • PARKING • FEES

futureplan

DDEC

THE REPUBLIC OF DESIGN

VILLAGE OF PALM SPRINGS FLORIDA

DEVELOPMENT OF A MOBILITY PLAN & FEE

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1 REVIEW ADOPTED PLANS
Comprehensive Plan, Long Range Transportation Plan, Special Plans, & Studies

2 ESTABLISH STUDY AREA
Identify Limits of Study Area & Roads to Evaluate

3 UNDERTAKE DATA COLLECTION
Existing Traffic Characteristics, Infrastructure, & Mobility Services

4 PROJECT FUTURE GROWTH
Existing & Future Demographics, Vehicle Miles of Travel & Person Miles of Travel
(Legal Test: The first component of the dual rational nexus test is to demonstrate need)

5 IDENTIFY MOBILITY PROJECTS
Improvements, Programs & Services such as: Sidewalks, multi-use trails, cycle tracks, traffic calming, pedestrian safety and intersection improvements, multimodal crossings, pedestrian bridges, raised intersections, roundabouts,wider roads, and microtransit

6 PREPARE MOBILITY PROJECT COST
Planning Level Cost Estimates

7 DEVELOP MOBILITY PLAN
Mobility Projects, Planning Level Cost, & Person Miles of Capacity
(Florida Statute Requirement: Mobility Fees required to be based on a Mobility Plan)

8 EVALUATE EXISTING CONDITIONS
Calculate Vehicle Miles of Travel & Capacity
(Legal Test: Demonstrate growth is not paying for existing backlog / deficiency)

9 IDENTIFY FUNDING
Existing, Programmed & Reasonably Anticipated Funding Sources

10 CONDUCT NEW GROWTH EVALUATION
Mobility Plan Cost Attributable to New Growth
(Legal Test: Demonstrate new growth is not paying more than its attributable share of mobility plan project cost)

11 CALCULATE PERSON MILES OF CAPACITY RATE
PMC Rate Attributable to New Growth
(Legal Test: Demonstrate that the cost of mobilty projects is attributable and assignable to new growth)

12 ESTABLISH MOBILITY FEE SCHEDULE OF USES
Palm Springs Specific Schedule of Uses

13 ESTABLISH ASSESSMENT AREA
Defined Area for Mobility Fee Assessment

14 CALCULATE PERSON TRAVEL DEMAND
Trip Generation, % New Trips, Vehicle Trip Length, Limited Access, Origin/Destination, and Person Miles of Travel Factors
(Legal Test: Demonstrate that the fee is roughly proportional to the impact of new growth)

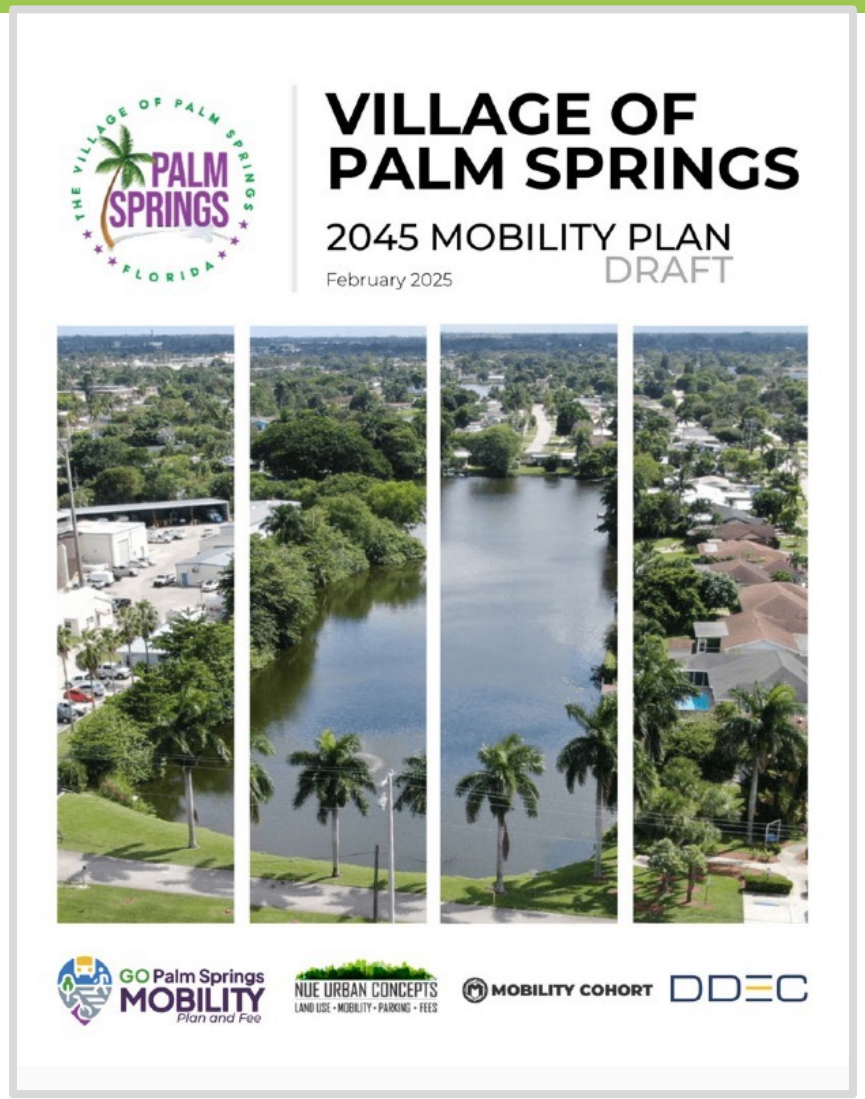
15 CALCULATE MOBILITY FEE PER USE
Mobility Fee per Specific Use

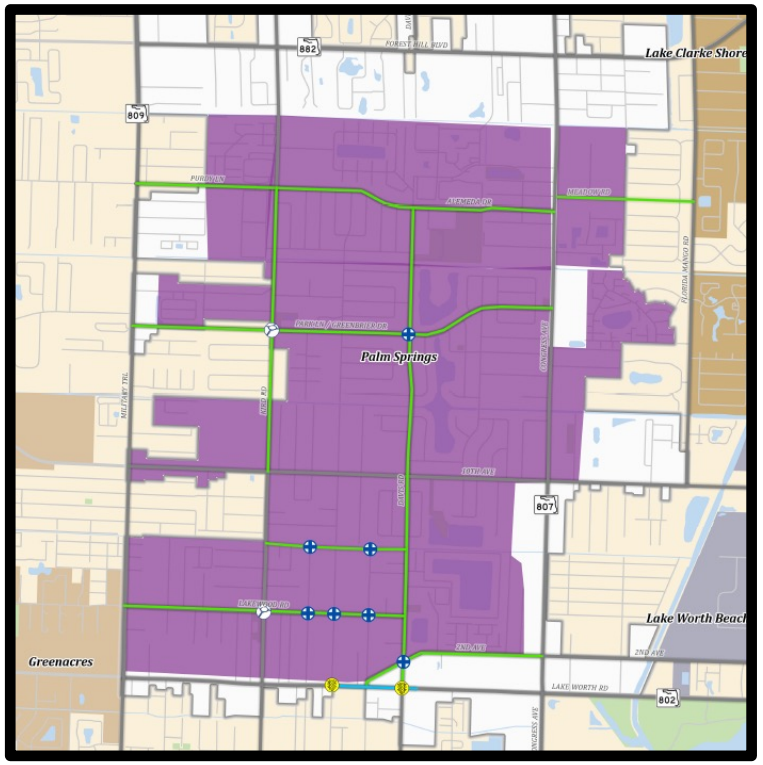
16 ESTABLISH BENEFIT DISTRICT
Defined Area for Mobility Fee Expenditure
(Legal Test: The second component of the dual rational nexus test is to demonstrate benefit)

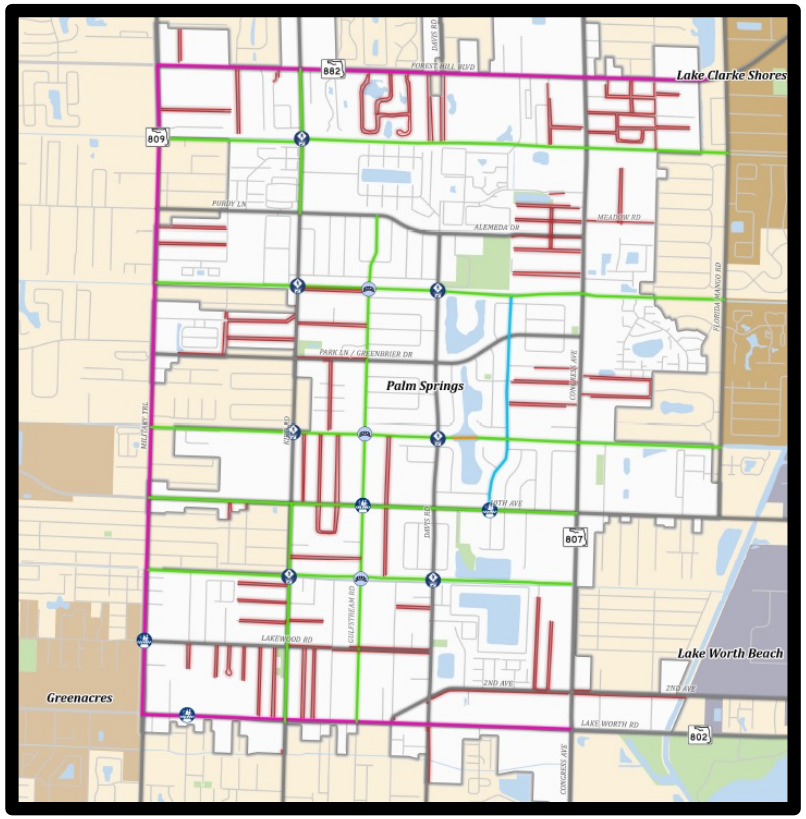
17 DEVELOP TECHNICAL REPORT
Document Data Sources and Methodology
(Demonstrate that the Mobility Plan & calculated Mobility Fee meet legal and statutory requirements

18 DEVELOP IMPLEMENTING ORDINANCE
Establish Findings, Specify Assessments, Exemptions, Credits, Off-Sets, Independent & Special Studies, Collection, Expenditure, Refunds, Annual Reporting, & Updates
(Demonstrate legal & statutory compliance)

2045 MOBILITY PLAN – BASIS FOR MOBILITY FEE







MOBILITY FEE CALCULATIONS

Person Miles of Capacity rate (PMCr)

∑ PLC = (∑ RPc + ∑ MPc + ∑ MPPc)

∑ AF = (∑ RPf + ∑ MPf + ∑ MPPf + ∑ OSf)

PLCa = (∑ PLC - ∑ AF)

MPCa = ((PLCa x ECEf) x NGEf)

PMCr = (MPCa / PMCi)

Where:

PLC = Planning Level Cost (Table 6)

AF = Anticipated Funding (Table 7)

c = Cost

f = Funding

RP = Roadway Plan (Appendix G)

MP = Multimodal Plan (Appendix H)

MPP = Mobility Programs Plan (Appendix I)

OS = Other Sources (Table 7)

PLCa = Attributable Cost of Mobility Plan Projects (Table 9)

ECEf = Existing Conditions Evaluation factor of 1.00 (Table 5)

NGEf = New Growth Evaluation factor of 0.99 (Table 8)

MPCa = Assignable Cost of Mobility Plan Projects (Table 9)

PMCi = Person Miles of Capacity increase (Table 6)

PMCr = Person Miles of Capacity Rate (Table 9)

Prepared by NUE Urban Concepts, LLC

Person Miles of Travel increase (PMTi)

∑ VMTtp = (∑ VTtp x VTLtp)

∑ PMTtp = (∑ PTtp x PTLtp)

PMTf = (∑ of PMTtp / ∑ of VMTtp)

VMTi = (2045 VMT - 2025 VMT)

PMTi = (VMTi x PMTf)

Where:

∑ VTtp = Sum of Vehicle Trips by trip purpose (Appendix E)

∑ PTtp = Sum of Person Trips by trip purpose (Appendix E)

VTLtp = Average Vehicle Trip Length by trip purpose (Appendix E)

PTLtp = Average Person Trip Length by trip purpose (Appendix E)

VMT = Vehicle Miles of Travel

PMT = Person Miles of Travel

∑ VMTtp = Sum of Vehicle Miles of Travel by trip purpose (Appendix E)

∑ PMTtp = Sum of Person Miles of Travel by trip purpose (Appendix E)

PMTf = Person Miles of Travel factor of 1.54 (Appendix E)

VMTi = Vehicle Miles of Travel Increase (Table 2)

PMTi = Person Miles of Travel increase (Table 3)

Prepared by NUE Urban Concepts, LLC

PERSON TRAVEL DEMAND PER USE (PTDu)

Person Travel Demand per use (PTDu)

VMTu = ((((TG x % NEW) x VTl) x LAEf) x ODf)

PTDu = (VMTu x PMTfu)

Where:

VMTu = Vehicle Miles of Travel per use (Appendix K)

TG = Trip Generation (Appendix J)

%NEW = Percent of Trips that are Primary Trips (Appendix K)

VTl = Vehicle Trip Length by Trip Purpose (Appendix K)

LAEf = Limited Access Evaluation factor of 0.754 (Table 10)

ODf = Origin and Destination Factor of 0.50 (Appendix K)

PTDu = Person Travel Demand per use (Appendix K)

PMTfu = Person Miles Travel factor per use (Appendix K)

Prepared by NUE Urban Concepts, LLC

Trip Generation (TG): 5.62

% New Trips (%NT): 1.00

Vehicle Trip Length (VTl): 3.86

Limited Access Adjustment factor (LAEF): 0.754

Origin & Destination Factor (ODf): 0.50

Vehicle Miles of Travel (VMT): 8.18

Person Miles of Travel factor (PMTF): 1.61

Person Travel Demand (PTD): 13.17

((((TG x % NT) x VTl) x LAEf) x ODf) = VMT; (VMT x PMTf) = PTDu

((((5.62 x 1.00) x 3.86) x 0.754) x 0.50) = 8.18; (8.18 x 1.61) = 13.17

MOBILITY FEE SCHEDULE

Mobility Fee per use (MFu)

MFu = (PTDu x PMCr)

MFau = (MFu x UMu)

Where:

MFu = Mobility Fee per use (Appendix N)

PTDu = Person Travel Demand per use (Appendix K)

PMCr = Person Miles of Capacity Rate (Table 9)

MFau = Mobility Fee assessed per use

UMu = Unit of Measure per Use (Appendix N)

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Mobility Fee Schedule

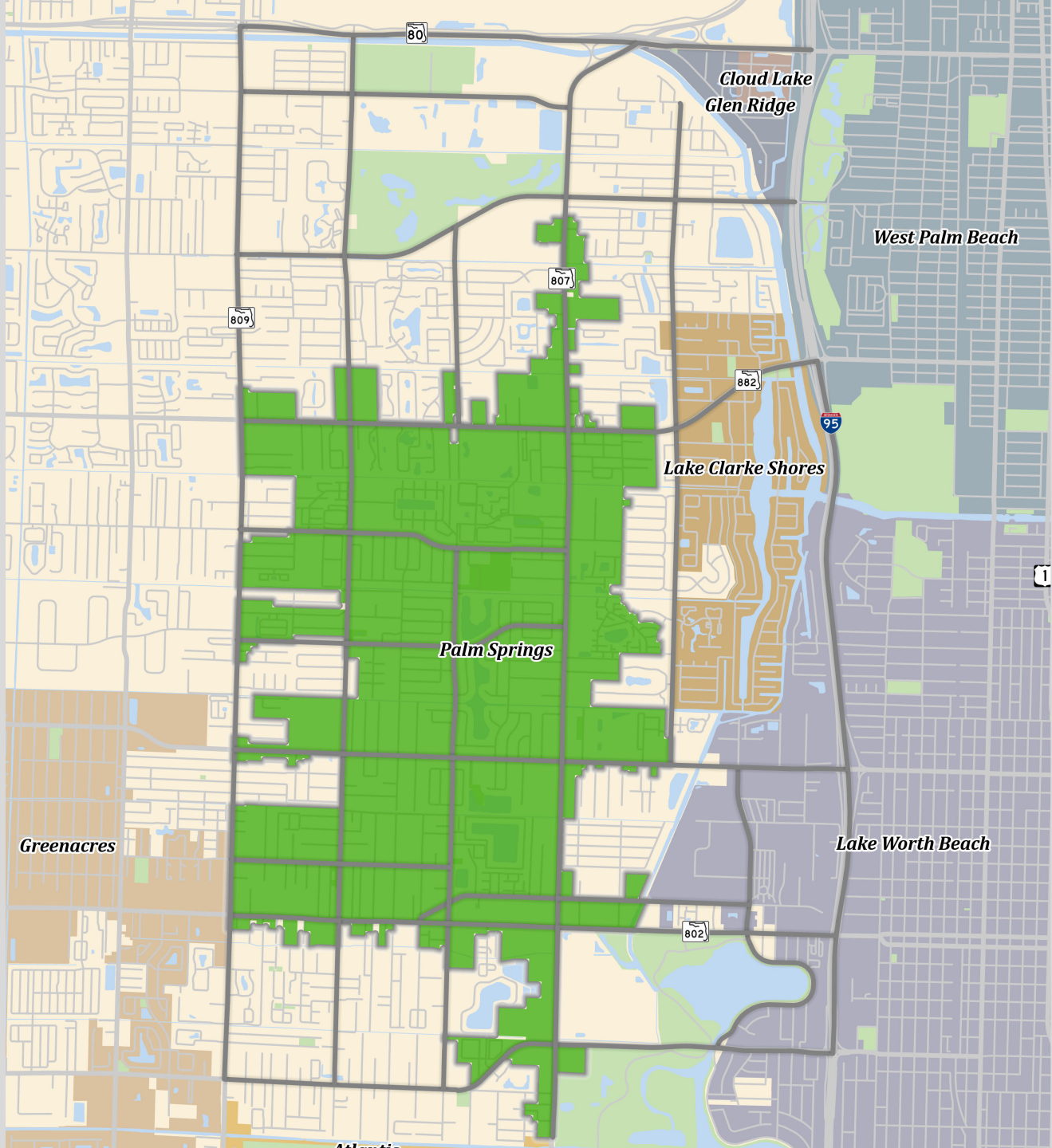
(for reference only: details to follow)

VILLAGE OF PALM SPRINGS MOBILITY FEE		
LAND USE CATEGORIES (DARK GREY), USE CLASSIFICATIONS, & REPRESENTATIVE USES (IN PARENTHESES)	UNIT OF MEASURE (UOM)	2025 MOBILITY FEE
Residential Uses		
Residential Dwelling (attached, detached, duplex, group, row, multiple-family, single-family)	per 1,000 Sq. Ft.	$4,437
Institutional Uses		
Community Serving (Center, Club, Clubhouse, Lodge, Museum, Performance Venues, Place of Assembly or Worship)	per 1,000 Sq. Ft.	$2,450
Long Term Care (Adult Day Care, Assisted Living, Continuum of Care Facility, Group Care, Nursing Home)	per 1,000 Sq. Ft.	$3,472
Private Education (Afterschool, Child Care or Day Care, K-12, Pre-K, Trade School, Tutor)	per 1,000 Sq. Ft.	$4,573
Commercial Recreation Facility Uses		
Outdoor Recreation (Courts, Fields, Fitness, Golf, Multi-Purpose, Sports)	per Acre	$23,029
Indoor Recreation (Fitness, Gym, Health, Indoor Amusement, Entertainment or Sports, Kids Activities or Fitness)	per 1,000 Sq. Ft.	$14,610
Industrial Uses		
Industrial (Heavy, Flex-Unit, Light, Micro-brewery, Self or Outdoor Storage, Utilities)	per 1,000 Sq. Ft.	$2,408
Office Uses		
Business (Business, Profession and Occupation, Business or Professional Service, Higher Education, Hospital)	per 1,000 Sq. Ft.	$6,045
Medical or Dental (Clinic, Dental, Health Service, Laboratory, Emergency Care, Rehab, Veterinary)	per 1,000 Sq. Ft.	$14,089
Retail Sales and Service Uses		
Retail (Discount, Large Scale, Nursery, Personal Services, Sales & Services, Superstore, Variety, Vehicle Sales)	per 1,000 Sq. Ft.	$9,134
High Impact Retail (Drinking Establishment, Financial Service, Full Service Restaurant, Grocery, Package Liquor, Pharmacy)	per 1,000 Sq. Ft.	$19,884
Convenience Retail (Convenience Store, Gas or Service Station)	per 1,000 Sq. Ft.	$37,851
Quick Service Restaurant (Carry Out, Delivery Oriented, Drive-In, Fast Casual, Fast Food)	per 1,000 Sq. Ft.	$49,438
Non-Residential Additive Uses (All uses are additive except mobile residence and overnight lodging)		
Automotive Repair Establishment (Major or Minor Repair, Tires)	per Bay or Stall	$7,733
Commercial Use Drive-Thru (Convenience, Dry Cleaner, High Impact Retail, Retail)	per Lane	$23,424
Financial Service Drive-Thru Lane or Free-Standing ATM (Banks, Credit Unions, Other Financial)	per Lane / ATM	$23,836
Overnight Lodging (B&B, Hotel, Motel, Short Term Vacation Rental)	per Room	$4,213
Quick Service Restaurant Drive Thru	per Lane	$53,077
Mobile Residence (Mobile Home (MH), Recreational Vehicle (RV), Travel Trailer (TT), MH, RV, and / or TT Park)	per Space / Lot	$3,529
Vehicle Charging or Fueling (Commercial Facility which requires Membership or Payment)	per Charging or Fueling Position	$16,196
Vehicle Cleaning (Automated, Carwash, Detailing, Self-Service, Wash, Wax)	per Lane or Stall plus per five (5) Stations	$27,919
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ASSESSMENT AREA



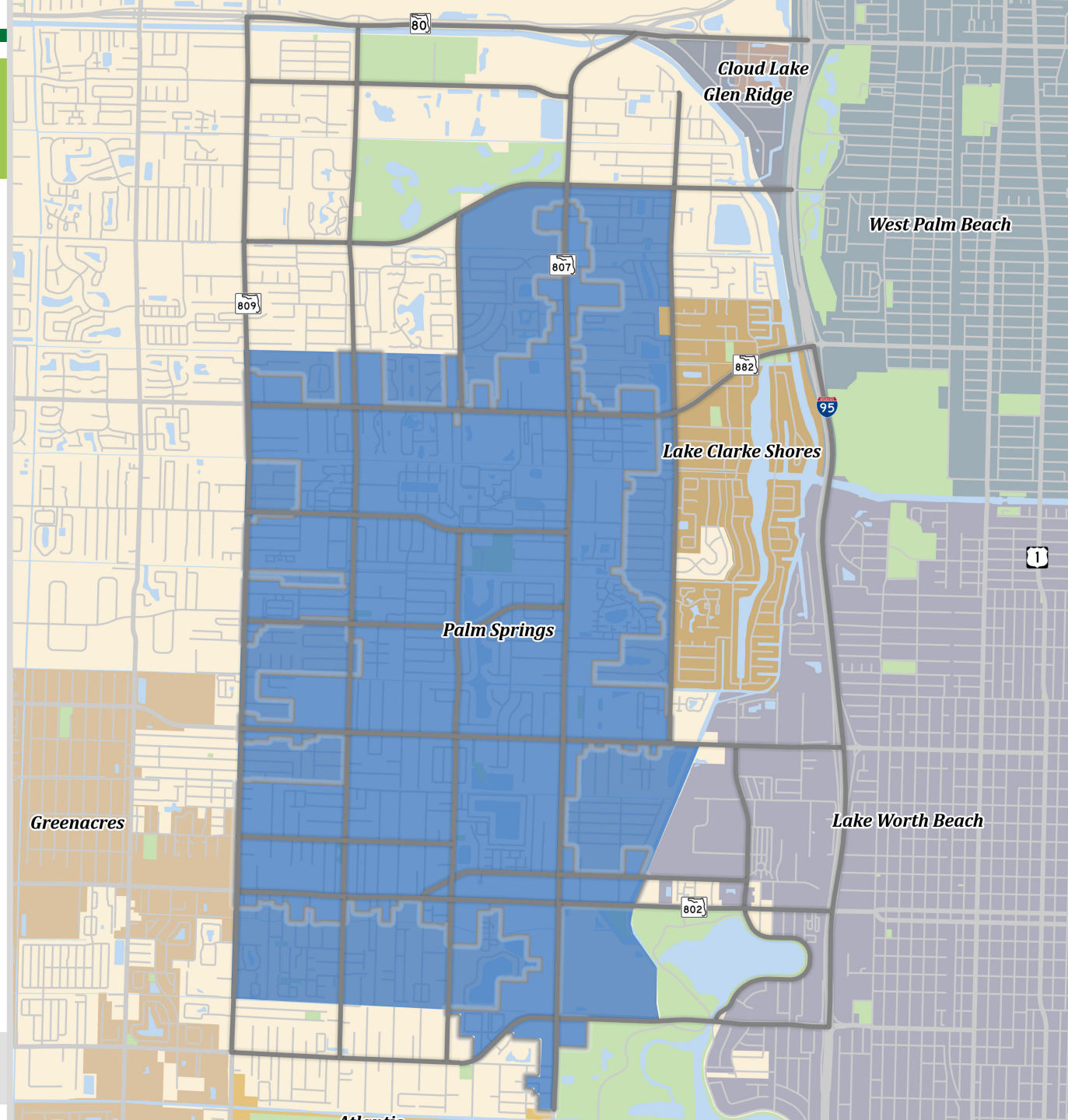
VILLAGE OF PALM SPRINGS



BENEFIT DISTRICT



VILLAGE OF PALM SPRINGS



MOBILITY FEE SCHEDULE - RESIDENTIAL

RESIDENTIAL USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Residential Dwelling (attached, detached, duplex, group, row, multiple-family, single-family)	per 1,000 Sq. Ft.	$3,659	$5,597.40	-34.6%
Single Family Detached **Example** (1,500 sq. ft.)	per 1,000 Sq. Ft.	$5,489	$5,597.40	-1.9%
Mult-Family Residential Apartment **Example** (900 sq. ft.)	per 1,000 Sq. Ft.	$3,293	$3,537.80	-6.9%

MOBILITY FEE SCHEDULE - INSTITUTIONAL

INSTITUTIONAL USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Community Serving (Center, Club, Clubhouse, Lodge, Museum, Performance Venues, Place of Assembly or Worship)	**per 1,000 Sq. Ft.**	**$2,598**	**$2,673.60**	**-2.8%**
Long Term Care (Adult Day Care, Assisted Living, Continuum of Care Facility, Group Care, Nursing Home)	**per 1,000 Sq. Ft.** Per Bed (PBC)	**$2,863**	**$677.02**	***322.9%***
Assisted Living Facility - EXAMPLE Example (County conversion to per 1,000 sq. ft. based on 4 beds per 1,000 sq. ft.)	**per 1,000 Sq. Ft.**	***$3,771***	**$2,708.08**	***11.4%***
Private Education (Afterschool, Child Care or Day Care, K-12, Pre-K, Trade School, Tutor)	**per 1,000 Sq. Ft.** Per Student (PBC)	**$3,771**	**$530.10**	***611.4%***
Private Education - EXAMPLE Example (County conversion to per 1,000 sq. ft. based on 7 students per 1,000 sq. ft.)	**per 1,000 Sq. Ft.**	***$3,771***	**$3,710.70**	***1.6%***

MOBILITY FEE SCHEDULE - COMMERCIAL

COMMERCIAL RECREATION FACILITY USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Outdoor Recreation (Courts, Fields, Fitness, Golf, Multi-Purpose, Sports)	per Acre	$18,992	$12,196.40	55.7%
Outdoor Recreation Example (County conversion to acres based on 2 courts per acre)	per Acre per Court (PBC)	*$18,992*	$24,392.80	-22.1%
Indoor Recreation (Fitness, Gym, Health, Indoor Amusement, Entertainment or Sports, Kids Activities or Fitness)	per 1,000 Sq. Ft.	$13,770	$14,425.75	-4.5%

MOBILITY FEE SCHEDULE - INDUSTRIAL

INDUSTRIAL USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Industrial (Heavy, Flex-Unit, Light, Micro-brewery, Self or Outdoor Storage, Utilities)	**per 1,000 Sq. Ft.**	**$1,986**	**$1,987.75**	***-0.1%***

MOBILITY FEE SCHEDULE - OFFICE

OFFICE USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Business (Business, Profession and Occupation, Business or Professional Service, Higher Education, Hospital)	per 1,000 Sq. Ft.	$4,362	$4,464.26	-2.3%
Medical or Dental (Clinic, Dental, Health Service, Laboratory, Emergency Care, Rehab, Veterinary)	per 1,000 Sq. Ft.	$9,960	$10,308.45	-3.4%

MOBILITY FEE SCHEDULE - RETAIL

RETAIL SALES AND SERVICE USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Retail (Discount, Large Scale, Nursery, Personal Services, Sales & Services, Superstore, Variety, Vehicle Sales)	per 1,000 Sq. Ft.	$7,533	$7,906.85	-4.7%
High Impact Retail (Drinking Establishment, Financial Service, Full Service Restaurant, Grocery, Package Liquor, Pharmacy)	per 1,000 Sq. Ft.	$13,666	$14,836.87	-7.9%
Convenience Retail Convenience Store, Gas or Service Station)	per 1,000 Sq. Ft.	$43,449	$48,334.10	-10.1%
Quick Service Restaurant (Carry Out, Delivery Oriented, Drive-In, Fast Casual, Fast Food)	per 1,000 Sq. Ft.	$40,773	$40,105.46	1.7%

MOBILITY FEE SCHEDULE – NON-RESIDENTIAL

NON-RESIDENTIAL USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Automotive Repair Establishment (Major or Minor Repair, Tires)	per Bay or Stall	$6,378	$6,340.97	0.6%
Commercial Use Drive-Thru (Convenience, Dry Cleaner, High Impact Retail, Retail)	per Lane	$16,099	--	
Financial Service Drive-Thru Lane or Free-Standing ATM (Banks, Credit Unions, Other Financial)	per Lane / ATM	$19,658	--	
Overnight Lodging (B&B, Hotel, Motel, Short Term Vacation Rental)	per Room	$3,040	$2,329.67	30.5%

MOBILITY FEE SCHEDULE – NON-RESIDENTIAL

NON-RESIDENTIAL USES	UNIT OF MEASURE	2025 PALM SPRINGS MOBILITY FEE	EXISTING COUNTY ROAD IMPACT FEE	VILLAGE FEE vs. COUNTY FEE
Quick Service Restaurant Drive Thru	per Lane	$43,774	--	
Mobile Residence Mobile Home (MH), Recreational Vehicle (RV), Travel Trailer (TT), MH, RV, and / or TT Park)	per Space / Lot	$2,037	$1,970.30	*3.4%*
Vehicle Charging or Fueling (Commercial Facility which requires Membership or Payment)	per Charging or Fueling Position	$9,736	$7,954.35	*22.4%*
Vehicle Cleaning (Automated, Carwash, Detailing, Self-Service, Wash, Wax)	per Lane or Stall plus per five (5) Stations	$15,351	$6,913.15	*122.1%*

NEXT STEPS

- Consider Comprehensive Plan Amendment (Adoption)
- 1st Reading of the Mobility Plan & Fee Ordinance (Provide Any Direction)
- 2nd Reading of the Ordinance (Adoption) – Schedule for July 10
- Best efforts to negotiate an Interlocal Agreement with the County

(Interlocal will be ongoing effort with County)

COMMENTS & QUESTIONS

Jonathan B. Paul, AICP | Principal

nueurbanconcepts@gmail.com

www.nueurbanconcepts.com



NUE URBAN CONCEPTS

LAND USE · MOBILITY · PARKING · FEES

Village of Palm Springs

Executive Brief

AGENDA DATE: June 12, 2025

DEPARTMENT: Public Works

ITEM #17: Approval of Demonstration Grant Application through the USDOT for the Safe Streets

SUMMARY: As part of the Safe Streets for All (SS4A) initiative, the Village received a grant in FY 2025 to develop a Vision Zero Action Plan (VZAP). The staff worked diligently with the consultant, the public, and other governmental agencies to finalize the plan and develop real-world strategies and projects. The plan will be adopted by the Council on June 12, 2025.

The staff will present a companion item for approval of the VZAP if it is adopted and approved. Through the USDOT's SS4A program, the Demonstration Grant program will provide funding for consultant services, community outreach, workshops, "quick-build" construction roadway safety materials, and labor to install these items. There is a total request for $580,000, of which 80% ($464,000) is being funded by the USDOT and 20% ($116,000) by the Village itself through its CIP budget allocations and in-kind labor.

FISCAL IMPACT:

The item is for the approval of the application for the Demonstration Grant. If the application is approved and selected, staff is submitting for a total grant of $580,000, $116,000 being provided by the Village and $464,000 being provided by USDOT.

ATTACHMENTS:

1. Demonstration Grant overview
2. Form-SF-424_SS4A
3. Form-SF-424A_SS4A
4. Form-SF-424B_SS4A
5. Form-SF-LLL_SS4A

I. Overview

Introduction

The Village of Palm Springs (the "Village") seeks funding through the Vision Zero Planning and Demonstration Grant to implement and evaluate quick-build traffic calming measures focused on improving safety at and around school zones, parks and the Village's High Injury Network ("HIN"). The project will provide treatments such as Sidewalk Extension consistent with the MUTCD Section 3A.03, centerline hardening, and turning wedges. These countermeasures, proven effective in other areas such as Arlington County and NYC, have yet to see widespread adoption in Palm Beach County ("PBC"). The Village intends to assess the effectiveness of this quick-build project with the goal of developing standard engineering details that can be replicated throughout PBC. All work will include data collection, community engagement, coordination with the Village's Vision Zero Taskforce ("VZ Taskforce"), and interagency collaboration, in accordance with applicable standards.

Grant Request: The Village is requesting **$464,000**, with a local match of **$116,000,** for a total project cost of **$580,000**. The project will convert high-priority pedestrian safety areas into active demonstration zones through quick-build and demonstration activities. These demonstration activities will inform 5-year update to the Vision Zero Action Plan ("VZAP").

II. Location

Jurisdiction

The Village is a 4.2-square-mile municipality located in east-central PBC, Florida. Between 2010 and 2020, the Village experienced population growth, increasing from 18,928 to 26,890 (42.1%) residents. Based on the data from Census Reporter, the birthrate in the Village is approximately 18.2 per 1,000 population. The U.S. crude birth rate in 2020 was 11.0 per 1,000 population. The high birth rate and population growth highlights the pressing need for a safe, accessible, and multimodal transportation network that meets the evolving mobility demands of both residents and visitors. The project's geographic focus aligns with the Village's HIN, with priority given to corridors and intersections near schools, parks, and community centers. Two intersections within this network ranked among the top ten in PBC for crash frequency in 2023. Site selection for quick-build and demonstration activities was selected along the HIN, areas surrounding schools and parks, and refined through additional considerations, including right-of-way or maintenance constraints, and proximity to areas with higher volumes of vulnerable users. The goal is to reduce crash frequency and severity by focusing on areas with concentrated risk.

#1: Safety Impact

According to the National Highway Traffic Safety Administration ("NHTSA"), the Village experienced **19 fatal** crashes between 2019 and 2023. With a 2020 population of 26,890 (U.S. Census Bureau), this results in a fatality rate of approximately **14.13** per 100,000 residents. It is also reported by Palm Springs Police Department (Signal Four Analytics) that there are 18 fatal crashes in the village during the same period. All of 18 fatal crashes are on or in the vicinity of state-owned or county-owned roads. 8 of the crashes are pedestrian crashes.

#2: Underserved Communities

The quick-build project will prioritize locations adjacent to schools, parks, community centers,

and HIN corridors to ensure that safety investments are equitably directed to the Village's most vulnerable populations. All census tracts in the Village are identified as Disadvantaged Tract. Additionally, three census tracts have been identified as Underserved Communities Census Tracts: 12099004500, 12099004602, and 12099004903. These tracts include a combined population of 18,236 people, which accounts for approximately 68 percent of the Village's total population. This figure may slightly overstate the impact area, as Tract 12099004500 and 12099004903 only partially fall within the Village boundary.

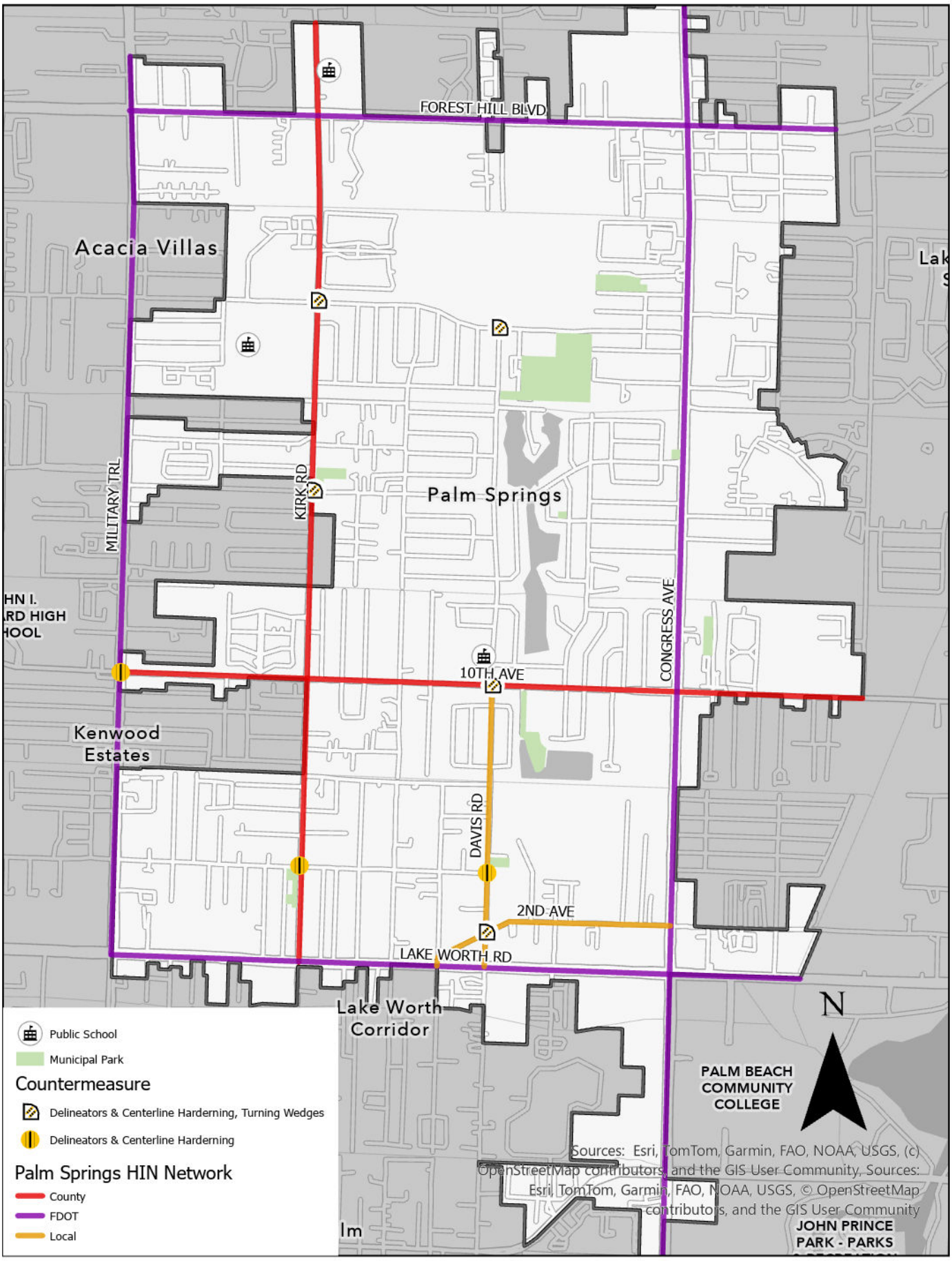
#3: Additional Safety Context

Vulnerable Roadway Users: Between 2019 and 2023, the Village recorded 18 fatal crashes and 96 serious injury crashes, underscoring safety challenges, particularly for vulnerable roadway users. Although pedestrian crashes account for just 2% of total incidents, they represent 44% of all fatalities and 23% of serious injuries, most of which occurred at or near intersections. These crashes are often attributed to unsafe crossings, excessive vehicle speeds, and inadequate pedestrian infrastructure. Pedestrian mortality risk reaches 90% at vehicle speeds of 46 mph or higher (AAA Foundation), reinforcing the need for speed management strategies. Motorcycle and bicycle crashes also represent a disproportionate share of fatalities and serious injuries relative to their total crash volume. Motorcycles make up 3% of crashes but are involved in 17% of fatalities and 19% of serious injuries, with 44% of these occurring at intersections due to speeding, red-light running, and failure to yield. Bicycle crashes account for only 1% of total crashes but contribute to 11% of fatal and 9% of serious injury crashes, with 78% occurring at intersections. These figures point to critical gaps in cycling infrastructure and visibility. Among all intersection-related KSI crashes, failure to yield right-of-way and violations of traffic control devices, such as running red lights or stop signs, were leading factors.

Engagement: The Village has also established strong regional partnerships through the VZ Taskforce for safety and innovative solutions. During the VZAP demonstration, the Village worked in close coordination with, PBC Traffic Division, Florida Department of Transportation ("FDOT"), Palm Beach Transportation Planning Agency ("TPA"). The Village conducted a limited one-day demonstration on 3/14/2025 featuring quick-build strategies inspired by NYCDOT and Arlington County, including centerline hardening and turning wedges. While the event was positively received by the key stakeholders, these tools remain unaware and underutilized across PBC. A single-day deployment was not enough for a meaningful evaluation of long-term effectiveness. As a result, the Village now seeks to establish a network of pilot sites where these countermeasures can be implemented, monitored, and assessed over an extended period to inform future policy and design standards.

Pilot Quick-Build Safety Countermeasures: To address the identified crash risks, the Village will implement a coordinated demonstration of quick-build safety countermeasures at high-priority intersections. Planned improvements include curb extensions to shorten pedestrian crossing distances and reduce turning speeds, centerline hardening to improve lane discipline, and slow-turn wedges to guide vehicle turning behavior and enhance driver yield compliance. These low-cost, high-impact strategies are designed to reduce intersection conflict points, lower vehicle speeds, reduce pedestrian crossing distance in skewed intersections, increase driver awareness, and create safer conditions for all road users, particularly pedestrians, cyclists, and motorcyclists.

Quick-Build Countermeasures



SS4A Planning and Demonstration Grant Application - Supplemental Estimated Budget

This budget template should be submitted with a Planning and Demonstration Grant application. This template is structured based on Table 3 of the FY25 NOFO and illustrates the appropriate level of detail for project-level budget estimation.

Please note that this form is set up to calculate project costs from any sub-activities and to calculate subtotals and totals. Please only enter information into white cells; the gray shaded cells are calculated based on the inputs to the white cells. If you add or remove rows to meet your project needs, check that these calculations are correct before submitting.

Note: The "Other Federal Funds" column listed below may include funds directly received from a Federal agency or funds received through a pass through agency (e.g., state governmental agency) that originated as federal funds.

Supplemental Estimated Budget

Itemized Estimated Costs to Develop or Update an Action Plan (if applicable)

Activities	SS4A Federal Funding Request	SS4A Non-Federal Match	Total SS4A Project Cost	Other Federal Funds (if applicable)
New or Updated Action Plan	**$ -**	**$ -**	**$ -**	**$ -**
Component	$ -	$ -	$ -	$ -
Component	$ -	$ -	$ -	$ -
Component	$ -	$ -	$ -	$ -
Subtotal Budget for New or Updated Action Plan	**$ -**	**$ -**	**$ -**	**$ -**

Itemized Estimated Costs of Supplemental Planning Activities (if applicable)

Activities	SS4A Federal Funding Request	SS4A Non-Federal Match	Total SS4A Project Cost	Other Federal Funds (if applicable)
Supplemental Planning Activity #1	**$ 80,000.00**	**$ 20,000.00**	**$ -**	**$ 100,000.00**
Consultant Services	**$ 80,000.00**	**$ 20,000.00**	$ -	**$ 100,000.00**
Component	$ -	$ -	$ -	$ -
Component	$ -	$ -	$ -	$ -
Supplemental Planning Activity #2	**$ 32,000.00**	**$ 8,000.00**	**$ -**	**$ 40,000.00**
Community Outreach and Workshops	**$ 32,000.00**	**$ 8,000.00**	$ -	**$ 40,000.00**
Component	$ -	$ -	$ -	$ -
Component	$ -	$ -	$ -	$ -
Supplemental Planning Activity #3	**$ 32,000.00**	**$ 8,000.00**	**$ -**	**$ 40,000.00**

Evaluation and Final Report	$ 32,000.00	$ 8,000.00	$ -	$ 40,000.00
Component	$ -	$ -	$ -	$ -
Component	$ -	$ -	$ -	$ -
Subtotal Budget for Supplemental Planning Activities	**$ 144,000.00**	**$ 36,000.00**	**$ -**	**$ 180,000.00**
Itemized Estimated Costs of Demonstration and Pilot Activities (if applicable)				
Activities	**SS4A Federal Funding Request**	**SS4A Non-Federal Match**	**Total SS4A Project Cost**	**Other Federal Funds (if applicable)**
Demonstration/Pilot Activity #1	$ 320,000.00	$ 80,000.00	$ -	$ 400,000.00
Quick-Build Materials	$ *192,000.00*	$ *48,000.00*	$ -	$ *240,000.00*
Labor and Installation	$ *128,000.00*	$ *32,000.00*	$ -	$ *160,000.00*
Component	$ -	$ -	$ -	$ -
Demonstration/Pilot Activity #2	$ -	$ -	$ -	$ -
Component	$ -	$ -	$ -	$ -
Component	$ -	$ -	$ -	$ -
Component	$ -	$ -	$ -	$ -
Subtotal Budget for Demonstration and Pilot Activities	**$ 320,000.00**	**$ 80,000.00**	**$ -**	**$ 400,000.00**
Total Budget for Planning and Demonstration Activities	**$ 464,000.00**	**$ 116,000.00**	**$ -**	**$ 580,000.00**

OMB Number: 4040-0004
Expiration Date: 11/30/2025

Application for Federal Assistance SF-424

* 1. Type of Submission:
- [ ] Preapplication
- [x] Application
- [ ] Changed/Corrected Application

* 2. Type of Application:
- [x] New
- [ ] Continuation
- [ ] Revision

* If Revision, select appropriate letter(s):

* Other (Specify):

* 3. Date Received:

4. Applicant Identifier:

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

8. APPLICANT INFORMATION:

* a. Legal Name: Village of Palm Springs

* b. Employer/Taxpayer Identification Number (EIN/TIN):

* c. UEI:

d. Address:

* Street1: 226 Cypress Lane
Street2:
* City: Palm Springs
County/Parish:
* State: FL: Florida
Province:
* Country: USA: UNITED STATES
* Zip / Postal Code: 33461-1604

e. Organizational Unit:

Department Name: Public Works

Division Name:

f. Name and contact information of person to be contacted on matters involving this application:

Prefix: Mr.
* First Name: Felipe
Middle Name:
* Last Name: Lofaso
Suffix:

Title: Public Works Director

Organizational Affiliation: Village of Palm Springs

* Telephone Number: (561) 352-5631
Fax Number:

* Email: flofaso@vpsfl.org

Application for Federal Assistance SF-424

*** 9. Type of Applicant 1: Select Applicant Type:**

C: City or Township Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

* Other (specify):

*** 10. Name of Federal Agency:**

N/A

11. Catalog of Federal Domestic Assistance Number:

CFDA Title:

*** 12. Funding Opportunity Number:**

DOT-SS4A-FY25-01

* Title:

Safe Streets and Roads for All (SS4A)

13. Competition Identification Number:

Title:

14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment | Delete Attachment | View Attachment

*** 15. Descriptive Title of Applicant's Project:**

Quick-Build Traffic Calming and Engineering Standards Pilot

Attach supporting documents as specified in agency instructions.

Add Attachments | Delete Attachments | View Attachments

Application for Federal Assistance SF-424

16. Congressional Districts Of:

* a. Applicant: 22 | * b. Program/Project: 22

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment | Delete Attachment | View Attachment

17. Proposed Project:

* a. Start Date: | * b. End Date:

18. Estimated Funding ($):

* a. Federal	464,000.00
* b. Applicant	116,000.00
* c. State	
* d. Local	
* e. Other	
* f. Program Income	
* g. TOTAL	580,000.00

*** 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

☐ a. This application was made available to the State under the Executive Order 12372 Process for review on .

☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.

☒ c. Program is not covered by E.O. 12372.

*** 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**

☐ Yes ☒ No

If "Yes", provide explanation and attach

Add Attachment | Delete Attachment | View Attachment

21. *By signing this application, I certify (1) to the statements contained in the list of certifications and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 18, Section 1001)**

☒ ** I AGREE

** The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix: Mr. | * First Name: Felipe

Middle Name:

* Last Name: Lofaso

Suffix:

* Title: Public Works Director

* Telephone Number: (561) 352-5631 | Fax Number:

* Email: flofaso@vpsfl.org

* Signature of Authorized Representative: | * Date Signed:

BUDGET INFORMATION - Non-Construction Programs

OMB Number: 4040-0006
Expiration Date: 02/28/2025

SECTION A - BUDGET SUMMARY

Grant Program Function or Activity (a)	Catalog of Federal Domestic Assistance Number (b)	Estimated Unobligated Funds		New or Revised Budget		
		Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	Total (g)
1. Safe Streets and Roads for All Discretionary Grant Opportunity	20.939	$	$	$ 464,000.00	$ 116,000.00	$ 580,000.00
2.						
3.						
4.						
5. Totals		$	$	$ 464,000.00	$ 116,000.00	$ 580,000.00

SECTION B - BUDGET CATEGORIES

6. Object Class Categories	GRANT PROGRAM, FUNCTION OR ACTIVITY				Total
	(1)	(2)	(3)	(4)	(5)
	Safe Streets and Roads for All Discretionary Grant Opportunity				
a. Personnel	$	$	$	$	$
b. Fringe Benefits					
c. Travel					
d. Equipment					
e. Supplies	240,000.00				240,000.00
f. Contractual	180,000.00				180,000.00
g. Construction	160,000.00				160,000.00
h. Other					
i. Total Direct Charges (sum of 6a-6h)	580,000.00				$ 580,000.00
j. Indirect Charges					$
k. TOTALS (sum of 6i and 6j)	$ 580,000.00	$	$	$	$ 580,000.00
7. Program Income	$	$	$	$	$

SECTION C - NON-FEDERAL RESOURCES

(a) Grant Program	(b) Applicant	(c) State	(d) Other Sources	(e)TOTALS
8. Safe Streets and Roads for All Discretionary Grant	$ 116,000.00	$	$	$ 116,000.00
9.				
10.				
11.				
12. TOTAL (sum of lines 8-11)	$ 116,000.00	$	$	$ 116,000.00

SECTION D - FORECASTED CASH NEEDS

	Total for 1st Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
13. Federal	$ 464,000.00	$	$	$	$ 464,000.00
14. Non-Federal	$ 116,000.00				116,000.00
15. TOTAL (sum of lines 13 and 14)	$ 580,000.00	$	$	$	$ 580,000.00

SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT

(a) Grant Program	FUTURE FUNDING PERIODS (YEARS) (b)First	(c) Second	(d) Third	(e) Fourth
16. Safe Streets and Roads for All Discretionary Grant	$	$	$	$
17.				
18.				
19.				
20. TOTAL (sum of lines 16 - 19)	$	$	$	$

SECTION F - OTHER BUDGET INFORMATION

21. Direct Charges:

22. Indirect Charges:

23. Remarks:

OMB Number: 4040-0007
Expiration Date: 02/28/2025

ASSURANCES - NON-CONSTRUCTION PROGRAMS

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0040), Washington, DC 20503.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

NOTE: Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the awarding agency. Further, certain Federal awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.

2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.

3. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.

4. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.

5. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).

6. Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C.§§1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U. S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee- 3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

7. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.

8. Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

9. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333), regarding labor standards for federally-assisted construction subagreements.

10. Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is $10,000 or more.

11. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).

12. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.

13. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq.).

14. Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.

15. Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§2131 et seq.) pertaining to the care, handling, and treatment of warm blooded animals held for research, teaching, or other activities supported by this award of assistance.

16. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.

17. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."

18. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.

19. Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. 7104) which prohibits grant award recipients or a sub-recipient from (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect (2) Procuring a commercial sex act during the period of time that the award is in effect or (3) Using forced labor in the performance of the award or subawards under the award.

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL	TITLE Public Works Director
APPLICANT ORGANIZATION Village of Palm Springs	DATE SUBMITTED

DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C.1352

OMB Number: 4040-0013
Expiration Date: 02/28/2025

1. * Type of Federal Action:
- [ ] a. contract
- [x] b. grant
- [ ] c. cooperative agreement
- [ ] d. loan
- [ ] e. loan guarantee
- [ ] f. loan insurance

2. * Status of Federal Action:
- [ ] a. bid/offer/application
- [x] b. initial award
- [ ] c. post-award

3. * Report Type:
- [x] a. initial filing
- [ ] b. material change

4. Name and Address of Reporting Entity:

[x] Prime [ ] SubAwardee

*Name: Village of Palm Springs

*Street 1: 226 Cypress Lane Street 2:

*City: Palm Springs State: FL: Florida Zip: 33461

Congressional District, if known: 22

5. If Reporting Entity in No.4 is Subawardee, Enter Name and Address of Prime:

6. * Federal Department/Agency:

U.S. Department of Transportation

7. * Federal Program Name/Description:

Safe Streets and Roads for All (SS4A)

CFDA Number, *if applicable:*

8. Federal Action Number, *if known:*

9. Award Amount, *if known:*

$

10. a. Name and Address of Lobbying Registrant:

Prefix *First Name Middle Name

*Last Name Suffix

*Street 1 Street 2

*City State Zip

b. Individual Performing Services (including address if different from No. 10a)

Prefix *First Name Middle Name

*Last Name Suffix

*Street 1 Street 2

*City State Zip

11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when the transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

*** Signature:**

***Name:** Prefix: Mr. * First Name: Felipe Middle Name:

* Last Name: Lofaso Suffix:

Title: Public Works Director **Telephone No.:** (561) 352-5631 **Date:**

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Village of Palm Springs

Executive Brief

AGENDA DATE: June 12, 2025

DEPARTMENT: Planning, Zoning & Building

ITEM #18: Ordinance No. 2025-03 - Updates to the Land Development Regulations

SUMMARY: The Village of Palm Springs adopted a Vision Plan in August 2023 and an Evaluation and Appraisal Report (EAR)-based amendments to its Comprehensive Plan in 2024 (changes to comply with Florida law and changes to implement the new Vision). The Village is required to update the Land Development Code (LDC) within one year of the adopted Comprehensive Plan. To that end, the Village developed a Technical Advisory Committee to guide the LDC updates, encourage public participation in the process and to vet the draft document prior to Village Council review.

A Joint Workshop was held on February 13, 2025, with the Village Council, Planning and Zoning Board & CRA to provide an overview of the recommended changes to the Code and to seek input from the Joint Committee and the public. As a result of the Joint Workshop, the following updates were made:

- Revised language for the corridor overlay to clarify that any site area dedicated to the right-of-way would still be included in the total site calculations for intensity and/or density.
- Renamed the Roadway overlay as the “Lake Worth Road Connector Overlay”.
- Removed Sec. 34-1300 Administrative Policies for Affordable Housing related to the Live Local Act. The State pre-empts the Village on this matter, and the legislation does not require the Village to codify the process. However, the Village must include a summary of the process for Live Local Act projects on the Village Website. The consultant is working with Village staff to add this to the web page for Affordable Housing.
- Refined the standards for setbacks from stormwater ponds.

A Public Hearing of the Planning and Zoning Board was held on March 11, 2025, to present the most recent draft of the Land Development Regulations. The Planning and Zoning Board recommended approval of the draft with one revision.

- Revise Sec. 34-878.8 Prohibited uses in the CR Commercial Renewal Zoning District to add gas stations and convenience foods as prohibited uses.

The Planning and Zoning Board recommended the ordinance be forwarded to the Council 6-1 with Member Richard Hughes dissenting.

The Village Council requested during their regular meeting on April 10, 2025 to continue it to May's meeting to provide additional and adequate opportunities for public comments and participation.

The proposed ordinance was approved by the Village Council on May 8, 2025, and is being presented for consideration on the second (2nd) and final reading.

FISCAL IMPACT:

Adoption of the revised land development regulations will facilitate the redevelopment of many undeveloped properties and therefore will increase the village's property valuation.

ATTACHMENTS:

1. Proposed Ordinance No 2025-03 - Land Development Regulations Amendments and Zoning Map Amendments - EAR-Based and Visioning-Based
2. Aerial and Zoning Maps

Business Impact Estimate

This form should be included in the agenda packet for the item under which the proposed ordinance is to be considered and must be posted on the Village's website by the time notice of the proposed ordinance is advertised and published.

Proposed ordinance's title:

ORDINANCE NO. 2025-03

AN ORDINANCE OF THE VILLAGE OF PALM SPRINGS, FLORIDA, AMENDING ITS CODE OF ORDINANCES FOR CONSISTENCY WITH THE 2024 EAR-BASED AMENDMENTS TO ITS COMPREHENSIVE PLAN AS REQUIRED BY SECTION 163.3202, FLORIDA STATUTES, BY AMENDING CHAPTER 34 "LAND DEVELOPMENT", ARTICLE VI "LAND USE" AT VARIOUS SECTIONS; BY AMENDING CHAPTER 34 "LAND DEVELOPMENT", ARTICLE VI "LAND USE", DIVISION 6 "DISTRICT REGULATIONS" TO ADD A NEW SUBDIVISION IX "CR COMMERCIAL RENEWAL"; BY AMENDING CHAPTER 34 "LAND DEVELOPMENT", ARTICLE VI "LAND USE", DIVISION 9 "DEVELOPMENT STANDARDS" TO ADD NEW SECTIONS 34-1367 – 34-1371; AMENDING THE OFFICIAL ZONING MAP OF THE VILLAGE OF PALM SPRINGS TO PROVIDE FOR A NEW ZONING DESIGNATION OF "COMMERCIAL RENEWAL" FOR VARIOUS PARCELS; PROVIDING FOR SEVERABILITY; PROVIDING FOR APPLICABILITY; PROVIDING FOR REPEAL OF LAWS IN CONFLICT; PROVIDING FOR CODIFICATION; PROVIDING FOR AN EFFECTIVE DATE.

This Business Impact Estimate is provided in accordance with section 166.041(4), Florida Statutes.

1. Summary of the proposed ordinance (must include a statement of the public purpose, such as serving the public health, safety, morals and welfare):

The proposed ordinance amends and adds sections to Chapter 34, making it consistent with the 2024 EAR-BASED, as section 136.3202, Florida Statutes requires. It also amends the village's zoning map to establish a new commercial renewal zone. Adopting this ordinance will facilitate the redevelopment of many undeveloped properties and increase the valuation of village properties. The proposed ordinance serves the public by:
- Ensuring safety from natural disasters and hazards.
- Providing privacy, light, and air for residents.
- Preventing land overcrowding and protecting neighboring property owners.

2. An estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the City, if any:

(a) An estimate of direct compliance costs that businesses may reasonably incur:

None

(b) Any new charge or fee imposed by the proposed ordinance or for which businesses will be financially responsible:

None

(c) An estimate of the City's regulatory costs, including estimated revenues from any new charges or fees to cover such costs:

There are no new charges or fees that will be imposed on businesses by the subject of ordinance.

3. Good faith estimate of the number of businesses likely to be impacted by the proposed ordinance:

The proposed comprehensive plan amendments do not have a direct fiscal impact to businesses.

4. Additional information the governing body deems useful (if any):

The Village Council will consider the proposed ordinance at its First Reading during their April 10, 2025, meeting.

ORDINANCE NO. 2025-03

AN ORDINANCE OF THE VILLAGE OF PALM SPRINGS, FLORIDA, AMENDING ITS CODE OF ORDINANCES FOR CONSISTENCY WITH THE 2024 EAR-BASED AMENDMENTS TO ITS COMPREHENSIVE PLAN AS REQUIRED BY SECTION 163.3202, FLORIDA STATUTES, BY AMENDING CHAPTER 1 "GENERAL PROVISIONS" AT SECTION 1-2 "DEFINITIONS AND RULES OF CONSTRUCTION"; BY AMENDING CHAPTER 34 "LAND DEVELOPMENT", ARTICLE VI "LAND USE" AT VARIOUS SECTIONS; BY AMENDING CHAPTER 34 "LAND DEVELOPMENT", ARTICLE VI "LAND USE", DIVISION 6 "DISTRICT REGULATIONS" TO ADD A NEW SUBDIVISION IX "CR COMMERCIAL RENEWAL"; BY AMENDING CHAPTER 34 "LAND DEVELOPMENT", ARTICLE VI "LAND USE", DIVISION 7 "SUPPLEMENTAL DISTRICT REGULATIONS", SUBDIVISION I "IN GENERAL" TO ADD A NEW SECTION 34-899 "ROADWAY DESIGN OVERLAY ZONES"; BY AMENDING CHAPTER 34 "LAND DEVELOPMENT", ARTICLE VI "LAND USE", DIVISION 9 "DEVELOPMENT STANDARDS" TO ADD NEW SECTIONS 34-1354.2, 34-1354.3 and 34-1367 – 34-1371 FOR LITTORAL PLANTING REQUIREMENTS, GREEN BUILDING INCENTIVES AND PROVISIONS FOR A LAKE WORTH ROAD CONNECTOR OVERLAY; AMENDING THE OFFICIAL ZONING MAP OF THE VILLAGE OF PALM SPRINGS TO PROVIDE FOR A NEW ZONING DESIGNATION OF "COMMERCIAL RENEWAL" FOR VARIOUS PARCELS; PROVIDING FOR SEVERABILITY; PROVIDING FOR APPLICABILITY; PROVIDING FOR REPEAL OF LAWS IN CONFLICT; PROVIDING FOR CODIFICATION; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Section 163.3161-163.3215, Florida Statutes (F.S.), empowers and requires the Village Council of the Village of Palm Springs to prepare, implement and enforce the Comprehensive Plan and Land Development Regulations for the regulation of development within the Village; and

WHEREAS, the Village adopted amendments to its Comprehensive Plan on November 14, 2024; and

WHEREAS, Section 163.3201, F.S., requires appropriate local regulations on the development of lands and waters within the area to comply with the comprehensive plan; and

WHEREAS, Section 163.3202(1), F.S., requires each municipality to adopt or amend land development regulations within 1 year of its comprehensive plan revisions to ensure consistency with and implementation of the adopted comprehensive plan; and

WHEREAS, Village and community leaders reviewed and commented on the draft amendments in a series of Technical Advisory Committee meetings; and

WHEREAS, the Village held a Joint Workshop (Village Council, Planning and Zoning Board and CRA) to provide an overview of the Text Amendments on February 13, 2025; and

WHEREAS, the Planning and Zoning Board has reviewed the proposed Text Amendments, held an advertised public hearing on March 11, 2025, and provided for participation by the public in the process; and

WHEREAS, the Village Council held an advertised public hearing on April 10, 2025, which was continued to a date certain of May 8, 2025, to provide for public comment and public participation in accordance with the requirements of state law and the procedures adopted for public participation in the planning process; and

WHEREAS, the Village Council held a second advertised public hearing on June 12, 2025, provided for public comment and public participation in accordance with the requirements of state law and the procedures adopted for public participation in the planning process;

NOW, THEREFORE, BE IT ORDAINED BY THE VILLAGE COUNCIL OF THE VILLAGE OF PALM SPRINGS, FLORIDA THAT:

Section 1. The foregoing recitals are hereby fully incorporated herein by reference as legislative findings of the Village of Palm Springs.

Section 2. Chapter 1 “General Provisions” at Section 1-2 “Definitions and Rules of Construction” is hereby amended by adding the following terms and definitions:

Sec. 1-2. – Definitions and rules of construction.

Financial Institution, non-chartered. An establishment, other than a state or federally chartered bank, credit union, mortgage lender or savings and loan association, that offers check cashing services and/or loans for payment of a percentage fee. Specifically included are check cashing establishments that charge a percentage fee for cashing a check or negotiable instrument and payday loan establishments that make loans upon assignment of wages received. Excluded are retail uses in which a minimum of 70 percent of the floor area of the establishment is devoted to retail sales.

Land Development Board. Former name for, and interpreted to refer to, the Village of Palm Springs Planning and Zoning Board (PZB).

Land Development Department. Former name for, and interpreted to refer to, the Village of Palm Springs Planning, Zoning and Building Department.

Land Development Director. Former name for, and interpreted to refer to, the Village of Palm Springs Planning, Zoning and Building Director.

Tattoo Establishment. Any temporary or permanent place, structure or business used for the practice of tattooing.

Tattooing. The placement of indelible pigment or ink beneath the skin, or the scarification of skin, for the purpose of adornment or art. For the purposes of this code, "tattooing" does not include the application of henna tattoos, or the practice of permanent makeup or micropigmentation when such procedures are performed as incidental services in a medical office or in a personal services establishment such as a hair or nail salon.

Section 3. Chapter 34 “Land Development”, Article VI “Land Use”, Division 1 “Generally” at Section 34-574 “Purpose and Effect” is hereby amended to read as follows (words ~~stricken~~ are deletions; words underlined are additions):

Sec. 34-574. - Purpose and effect.

(a) The purpose of this article is to implement the village comprehensive development plan, with amendments, in conformance with applicable state planning legislation and requirements, and promote the health, safety and general welfare of present and future populations of the village by:

(1) Giving effect to goals, objectives and plan recommendations (policies) established in the village comprehensive development plan;

(2) Dividing the village into zoning districts according to the use of land and buildings, and the intensity of uses, including bulk and height;

(3) Regulating and restricting the location and use of buildings, structures and land for residential, commercial, governmental, institutional, recreation, open space and other uses;

(4) Establishing regulations which protect the residents of the village by providing standards to control the amount of impervious surface area and open space within developments;

(5) Protecting natural features and resources from adverse environmental impacts;

(6) Controlling and regulating growth and development in the village by concentrating development in areas where adequate community facilities and services can be provided;

(7) Securing safety from fires, floods, natural disasters and other dangers;

(8) Providing adequate privacy, light and air;

(9) Making adequate provision for utilities, parks and other public requirements;

(10) Preventing overcrowding of land, and protecting property owners from adverse impacts on adjoining developments; ~~and~~

(11) Protecting the tax base by facilitating cost-effective development and the most appropriate use of land in the village~~.~~ ;

(12) Encouraging a mix of uses that promote the Village's desire to make goods and services accessible to residents;

(13) Promoting a diversified economy;

(14) Encouraging the revitalization of the CRAs; and

(15) Encouraging the establishment of strong commercial corridors.

(b) In interpreting and applying the provisions of this article, such provisions are not intended to interfere with, abrogate or annul any easement, covenant or other agreement between parties. Where this article imposes greater restrictions and regulations upon the land, buildings, premises or water, the provisions of this article shall control.

Section 4. Chapter 34 “Land Development”, Article VI “Land Use”, Division 6 “District Regulations”, Subdivision I “In General” at Section 34-721 “Establishment of Land Development Districts” is hereby amended to read as follows (words ~~stricken~~ are deletions; words underlined are additions):

Sec. 34-721. - Establishment of land development districts.

In order to classify, regulate and restrict the use of land, water, buildings and structures, the height and bulk of buildings and structures, the area of yards and other open spaces about buildings and the intensity of land use; to promote the orderly growth and development of the village; and to implement the village comprehensive development plan, the village is divided into the following ~~five~~ eight land development districts:

(1) RS residential single-family district.

(2) RM residential multiple-family district.

(3) CN commercial neighborhood district.

(4) CG commercial general district.

(5) G government district.

(6) LI light industrial district.

(7) MU mixed use district.

(8) CR commercial renewal district.

Section 5. Chapter 34 “Land Development”, Article VI “Land Use”, Division 6 “District Regulations”, Subdivision III “RM Residential Multiple-Family” at Section 34-761

"Purpose" and Section 34-767 "Property Development Regulations for Planned Developments" is hereby amended to read as follows (words ~~stricken~~ are deletions; words underlined are additions):

Sec. 34-761. - Purpose.

It is the purpose of the RM residential multiple-family land development district to provide an emphasis on multiple-family residences, while preserving and protecting the residential character of the village. A clustering of units and a variety of housing design and styles is encouraged in the RM district, while maintaining an appropriate density that will complement the surrounding development in the village. In considering the compatibility of neighboring residential uses, wherever possible, medium-density residential projects should serve as buffers between higher and lower intensity residential uses to achieve an orderly land use transition. The gross density shall not exceed 5.8 dwelling units per acre for single-family detached dwelling developments. Gross density shall not exceed 19.0 dwelling units per acre for attached multiple-family developments, such as apartments and condominiums, and planned developments.

Sec. 34-767. - Property development regulations for planned developments.

Property development regulations for planned developments in the RM residential multiple-family land development district shall be as set forth in ~~subdivision IX~~ Division VII of this ~~division~~ Article.

Section 6. Chapter 34 "Land Development", Article VI "Land Use", Division 6 "District Regulations", Subdivision IV "CN Commercial Neighborhood" at Section 34-792 "Permitted uses" is hereby amended to read as follows (words underlined are additions):

Sec. 34-792. - Permitted uses.

Permitted uses within the CN commercial neighborhood land development district shall be limited to the following:

(1) Professional offices.

(2) Business offices.

(3) Medical and dental offices.

(4) Retail sales and services such as pharmacies, florists, camera and photo supplies and studios, delicatessens for takeout only, clothing stores, sale of videos and video accessories (excluding adult entertainment), card and gift stores, coin laundries and dry cleaning, shoe stores (including repair), music stores, sporting goods, pet shops and similar shops.

(5) Galleries and fine art studios, excluding adult entertainment establishments.

Section 7. Chapter 34 “Land Development”, Article VI “Land Use”, Division 6 “District Regulations”, Subdivision VI “G Government” at Section 34-851 “Purpose” is hereby amended to read as follows (words underlined are additions):

Sec. 34-851. - Purpose.

It is the purpose of the G government land development district to provide a district which essentially maps and identifies real property that is presently owned and used by a governmental entity, including local, state or federal government units. It is not the intent of the G district to be applied to land that is used by governmental entities on an easement or leased basis, if title to the land is in private ownership. It is not the intent of this subdivision to classify all land owned by government into the G district, but only those lands particularly and peculiarly related to the public welfare. Wherever feasible, the planning and siting of recreational uses within G districts should consider their beneficial function as buffers between neighboring higher and lower intensity residential uses.

Section 8. Chapter 34 “Land Development”, Article VI “Land Use”, Division 6 “District Regulations”, Subdivision VIII “MU Mixed Use” at Sections 34-870, 34-872, 34-874 and 34-876 is hereby amended to read as follows (words ~~stricken~~ are deletions; words underlined are additions):

Sec. 34-870. - Purpose.

It is the purpose of the MU Mixed Use land development district to provide lands within the village for the development of mixed use developments. Similar

to single-use planned developments, the intent of this section is to provide for planned developments with a mix of uses and to allow greater flexibility in design and development standards relative to specific dimensional regulations, to encourage ingenuity and creativity in site design while preserving open space to serve recreational, scenic and other public service purposes, and to ensure compatibility of new development with the surrounding area and within the proposed development. MU Mixed Use districts shall be promoted, where appropriate, in the Lake Worth Road and Congress Avenue Community Redevelopment Areas subdistricts. In addition to the following requirements, mixed use projects shall adhere to section 34-1062, objectives of a planned development.

Sec. 34-872. Property Development Regulations.

The following property development regulations shall be in effect for the MU Mixed Use land development district:

(1) Minimum acreage: One acre.

(2) Setbacks: Setbacks from perimeter property boundaries shall be determined based upon the proposed use(s) within the Mixed Use development and the existing (or future) adjacent use. Similar uses (i.e. residential to residential) shall require a 15-foot setback. Different uses (i.e. residential to commercial) shall require a 30-foot setback.

(3) Maximum building height: Building height should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents/business owners and patrons in adjacent buildings. Maximum building height is 75 feet. Any proposed building exceeding 35 feet in height shall be at the discretion of the Village Council considering the following:

a. The proposed uses of the structure;

b. The bulk, mass, and context of adjacent structures or proposed structures;

c. The compatibility with adjacent existing or proposed uses;

d. The relationship to the adjoining uses and the surrounding development; and

e. The provision of open space in the proposed project.

(4) Maximum building floor area ratio: ~~Per applicable land use designation(s)~~ Calculated by assigning each non-residential use and its maximum permissible floor area ratio a percentage of the total site area, with the overall total maximum floor area ratio, exclusive of residential uses, not to exceed 1.0.

(5) Required open space: The minimum total open space requirement shall be 35 percent of the gross land area.

~~(5)~~(6) Site-Specific Standards: Development of the subject property shall be governed by the provisions of the ordinance rezoning the property to MU, approving the proposed site plan and any waivers or conditions of approval therein.

(7) Regulation of Component Uses:

a. Residential uses shall not exceed fifty percent (50%) of the total site area. When calculating the residential composition for a mixed-use project, all building components and amenities such as lobbies, stairwells, service areas and amenity areas exclusively serving the residential uses shall be considered part of the residential use. Development requirements applicable to the mixed-use project as a whole, including buffers, setbacks, open space and stormwater management, shall not be considered part of the residential use to the extent that they are not part of amenity areas exclusively serving the residential use. Joint-allocation parking approved pursuant to Sec. 34-1327(s) and shared circulation areas shall not be considered part of the residential use.

b. Mixed use developments with a commercial use component must meet the regulations as set forth in subdivision IV and/or subdivision V of this division, according to the type(s) of commercial use proposed.

c. Mixed use developments with an industrial use component must meet the regulations as set forth in subdivision VII of this division, must demonstrate on the site plan that all industrial use components are fully enclosed, and must provide a noise study and demonstrate that it meets the requirements of section 34-1382.

Sec. 34-874. Performance standards.

(1) Minimum design requirements. Design standards can transform the image of the village. Specific design-base criteria applied throughout the community can help achieve stated objectives.

Every site-specific condition cannot be anticipated. The stated design requirements are minimum development standards established to promote consistency and quality, and need to be interpreted in light of particular site-specific circumstances or conditions.

Standards:

(a) Sidewalks on both sides of a street or primary driveway, interconnected with other pedestrian-ways and/or providing access to each building.

(b) Consolidation of smaller parcels into a larger, unified development project.

(c) Consolidation of driveways to eliminate curb cuts, with reciprocal easements for access; provision of access from secondary streets and alleys.

(d) Shared parking arrangements to reduce impervious surfaces and promote efficient use of facilities.

(e) Provision of sufficient parking to avoid on-street parking, unless designed with on-street spaces.

(f) Pedestrian-scale street lighting along sidewalks and pedestrian-ways.

(g) Aggregation of open space to create common areas of sufficient size for passive/leisure activities.

(h) Continuity of sidewalks and pathways where disconnects occur; and provision of sidewalks to usable open spaces, recreation amenities or public facilities.

(i) Residential setbacks that ~~allows~~ allow for a green, semi-private planting area between the sidewalk and ~~house(s)~~ residential units.

(j) Promote streetscape where feasible, with maintenance agreements assigning responsibility to adjacent properties.

(k) Create bus waiting areas for safety, for school busses or mass transit, as may be applicable.

(l) Building stepbacks or setbacks to respect existing scale and massing of adjacent neighborhoods and promote compatibility.

(m) Provisions of original, self-confident building design, and prohibition of metal buildings.

(n) ~~Buffers between differing uses to include a masonry wall and landscaping to promote compatibility.~~ Pedestrian and vehicular interconnectivity between different uses within the development and between adjacent properties, where deemed compatible.

(o) Adequate vehicular circulation, traffic maintenance and/or operational measures that does not negatively impact existing roadway conditions, including avoidance of dead-end streets and t-style turnarounds.

(2) Development standards.

(a) Mixed use developments shall meet all applicable regulations and requirements set forth in this article, and others set forth in the code including, but not limited to, division 9 development standards, section 62-42 location and screening of commercial containers, and article III landscaping.

(b) In the layout and design of the proposed mixed use development, the applicant shall consider, and the village shall review for, the provision of adequate light and air, traffic circulation, drainage patterns, pedestrian

safety, emergency vehicle access and all other provisions normally provided for by the area and dimension regulations.

(c) Mixed use developments containing any commercial component(s) must meet the requirements of subdivision IV CN commercial neighborhood and/or subdivision V CG commercial general, except for those Property Development Regulations listed in section 34-796 or section 34-826 that conflict with the Mixed-Use District Property Development Regulations listed in section 34-872.

(d) Mixed use developments containing any industrial component(s) must:

i. Meet the requirements of subdivision VII LI light industrial, except for those Property Development Regulations listed in section 34-863 that conflict with the Mixed-Use District Property Development Regulations listed in section 34-872; and

ii. Demonstrate on the site plan that all industrial uses are fully enclosed; and

iii. Provide as part of the development application a noise study meeting the requirements of section 34-1382 Noise and Vibration, at the discretion of the Planning, Zoning and Building Director.

Sec. 34-876. Supplemental regulations.

In addition to the following requirements, other supplemental regulations for the MU Mixed Use land development district shall be as set forth in division 7 of this article.

(1) Unified control.

a. All land included within a Mixed Use land development district shall be owned or under the control of the applicant (whether the applicant is an individual, partnership or cooperation, or a group of individuals, partnerships or corporations), or if planned for parcelization with multiple owners shall remain unified via the approved master development plan and development order. The application shall document unified control of the entire area

within the proposed development, with provisions for cross-access, shared parking, and shared infrastructure, as may be appropriate for the subject project.

b. The mixed use development shall be developed in accordance with the master site plan approved by the Village, and sufficient guarantees shall be provided for adequate operation and maintenance of common facilities. The ~~application~~ developer shall provide agreements, covenants, contracts, deed restrictions or sureties acceptable to the Village prior to issuance of certificate of occupancy.

(2) Maintenance of common areas and facilities. A program for maintenance of all common areas, including open space, parking areas, utility sites, etc., shall be submitted to the Village prior to issuance of a certificate of occupancy. The submission shall include formation of associations, agreements, contracts, deed restrictions, sureties or other legal instruments to guarantee the installation and continued maintenance of such common areas and facilities.

Section 9. Chapter 34 “Land Development”, Article VI “Land Use”, Division 6 “District Regulations”, Subdivision IX “CR Commercial Renewal” with Sections 34-878 through 34-878.9 is hereby enacted to read as follows:

Subdivision IX. – CR Commercial Renewal

Sec. 34-878 Purpose.

The purpose of the CR Commercial Renewal land development district is to incentivize redevelopment of underutilized lands assigned the Village Commercial Renewal Future Land Use along primary commercial corridors within the Village. Similar to MU mixed use developments, the intent of this section is to provide for planned developments with a single use or mix of uses and to allow greater flexibility in design and development standards relative to specific dimensional regulations; to encourage ingenuity and creativity in site design while preserving open space to serve recreational, scenic and other public

service purposes; and to ensure compatibility of new and re-development with the surrounding area and within the proposed development. In addition to the following requirements, commercial renewal projects shall adhere to section 34-1062, objectives of a planned development.

Sec. 34-878.1. Permitted Uses.

Except as specifically prohibited in section 34-878.3, permitted uses within the CR Commercial Renewal land development district may include any permitted uses in the RS, RM, CN, CG or LI land development districts, subject to a finding of compatibility with the other uses within the CR district and adjacent uses in the surrounding area. Residential uses shall only be permitted as part of a mixed-use project. In the case of mixed-use projects, a complementary mix of uses should generate synergy and convenience that enhances the physical space and creates a vibrant environment. Mixed-use projects shall comply with the following requirements:

(1) The proposed mix of uses shall be compatible with the character and use (existing and future) of the surrounding properties in function; hours of operation as regulated in section 34-891; type and amount of traffic to be generated; building location, mass, height and setbacks.

(2) It shall be demonstrated that the proposed mix of uses does not have a detrimental impact on surrounding properties based on:

a. The degree of noise, odor, visual, or other potential nuisance factors generated by the uses use; and

b. The effect on the amount and flow of unmitigated traffic within the vicinity of the proposed mixed-use project.

Sec. 34-878.2. Special Exceptions.

The following shall be permitted as special exception uses in the CR Commercial Renewal land development district in accordance with section 34-607, Special Exception Procedures:

(1) Churches and places of worship.

(2) Public uses and facilities.

(3) Private clubs.

(4) Clubs and lodges.

(5) Recreation uses and facilities.

(6) Residential conversions.

(7) Indoor theaters.

(8) Indoor amusements.

(9) Restaurants with and without a lounge.

(10) Bars.

(11) Shopping centers.

(12) Funeral homes without crematories.

(13) Financial institutions, drive-in.

(14) Hospitals and full-service medical facilities.

(15) Schools, except for special instruction classes, such as dance, karate, tutoring, etc. that are limited to 20 or fewer students per session.

(16) Childcare facilities.

(17) Nightclubs.

(18) Package liquor stores.

(19) Lounges in existing restaurants.

(20) Laboratories.

(21) Flex units.

(22) Hotel/motels.

Sec. 34-878.3. Prohibited uses.

The following uses shall be specifically prohibited in the CR Commercial Renewal land development district:

(1) Any use not specifically, provisionally or by reasonable implication permitted, or not permitted by special exception in the CN and CG land development districts.

(2) Time share uses.

(3) Theaters, outdoor.

(4) Flea markets and swap shops.

(5) Bottle clubs.

(6) Adult entertainment.

(7) Heavy industrial uses.

(8) Dumps/recycling centers.

(9) Junk/salvage yards.

(10) Pawn shops.

(11) Car washes.

(12) Automotive repairs, minor and major.

(13) Social service facilities.

(14) Medical marijuana dispensaries.

(15) Financial institutions, non-chartered.

(16) Restaurants, drive-in.

(17) Gas stations, with or without a convenience store.

(18) Convenience (food and beverage) stores.

(19) Service stations, full-service.

(20) Tattoo establishments.

Sec. 34-878.4. Property Development Regulations.

The following property development regulations shall be in effect for the CR Commercial Renewal land development district:

(1) Minimum acreage: Three (3) acres.

(2) Setbacks: Setbacks from perimeter property boundaries shall be determined based upon the proposed use(s) within the Commercial Renewal development and the existing (or future) adjacent use. Similar uses (i.e. residential to residential) shall require a fifteen (15) foot setback. Different uses (i.e. residential to commercial) shall require a thirty (30) foot setback.

(3) Maximum building height: Building height should respect adjacent properties by being located to minimize disruption of the privacy and outdoor activities of residents/business owners and patrons in adjacent buildings. Buildings may be up to four (4) stories or forty-eight (48) feet by right, except that an integrated parking structure component may not be counted against the building height subject to approval by the Village Council. Standalone parking structures shall not be considered integrated

parking structure components for the purposes of this subsection. Any proposed building exceeding four (4) stories or forty-eight (48) feet in height, exclusive of integrated parking structure component, shall be at the discretion of the Village Council considering the provision of amenities as outlined in section 34-878.6 “Building height”.

(4) Maximum building floor area ratio: 1.5 FAR inclusive of all uses, except that a parking structure component may not be counted toward overall FAR subject to approval by the Village Council.

(5) Required open space: The minimum total open space requirement shall be 35 percent of the gross land area.

(6) Site-Specific Standards: Development of the subject property shall be governed by the provisions of the ordinance rezoning the property to CR, approving the proposed site plan and any waivers or conditions of approval therein.

(7) Regulation of Component Uses:

a. Residential uses shall not exceed fifty percent (50%) of the total site area. When calculating the residential composition for a mixed-use project, all building components and amenities such as lobbies, stairwells, service areas and amenity areas exclusively serving the residential uses shall be considered part of the residential use. Development requirements applicable to the mixed-use project as a whole, including buffers, setbacks, open space and stormwater management, shall not be considered part of the residential use to the extent that they are not part of amenity areas exclusively serving the residential use. Joint-allocation parking approved pursuant to Sec. 34-1327(s) and shared circulation areas shall not be considered part of the residential use.

b. Developments with a commercial use component must meet the regulations as set forth in subdivision IV and/or subdivision V of this division, according to the type(s) of commercial use proposed.

c. Developments with an industrial use component must meet the regulations as set forth in subdivision VII of this division, must demonstrate on the site plan that all industrial use components are fully enclosed, and must provide a noise study and demonstrate that it meets the requirements of section 34-1382.

Sec. 34-878.5. Off-street parking and loading.

Off-street parking and loading requirements for the CR Commercial Renewal land development district shall be as set forth in division 8 of this article, unless granted a waiver per section 34-878.7.

Sec. 34-878.6. Performance standards.

(1) Minimum design requirements. Design standards can transform the image of the village. Specific design-based criteria applied throughout the community can help achieve stated objectives.

Every site-specific condition cannot be anticipated. The stated design requirements are minimum development standards established to promote consistency and quality, and need to be interpreted in light of particular site-specific circumstances or conditions.

Standards:

(a) Sidewalks on both sides of a street or primary driveway, interconnected with other pedestrian-ways and/or providing access to each building.

(b) Consolidation of smaller parcels into a larger, unified development project.

(c) Consolidation of driveways to eliminate curb cuts, with reciprocal easements for access; provision of access from secondary streets and alleys, except for those that are residential streets or alleys.

(d) Shared parking arrangements to reduce impervious surfaces and promote efficient use of facilities.

(e) Provision of sufficient parking to avoid on-street parking, unless designed with on-street spaces.

(f) Pedestrian-scale street lighting along sidewalks and pedestrian-ways.

(g) Aggregation of open space to create common areas of sufficient size for passive/leisure activities.

(h) Continuity of sidewalks and pathways where disconnects occur; and provision of sidewalks to usable open spaces, recreation amenities or public facilities.

(i) Residential setbacks that allow for a green, semi-private planting area between the sidewalk and residential units.

(j) Promote streetscape where feasible, with maintenance agreements assigning responsibility to adjacent properties.

(k) Create bus waiting areas for safety, for school buses or mass transit, as may be applicable.

(l) Building stepbacks or setbacks to respect existing scale and massing of adjacent neighborhoods and promote compatibility.

(m) Provisions of original, self-confident building design, and prohibition of metal buildings.

(n) Interconnectivity between different uses within the development and between adjacent properties where appropriate.

(o) Adequate vehicular circulation, traffic maintenance and/or operational measures that do not negatively impact existing roadway conditions, including avoidance of dead-end streets and t-style turnarounds.

(2) Development standards.

(a) CR developments shall meet all applicable regulations and requirements set forth in this article, and others set forth in the code including, but not limited to, division 9 development standards, Section 62-42 location and screening of commercial containers, and Article III landscaping.

(b) In the layout and design of the proposed CR development, the applicant shall consider, and the Village shall review for, the provision of

adequate light and air, traffic circulation, drainage patterns, pedestrian safety, emergency vehicle access and all other provisions normally provided for by the area and dimension regulations.

(c) Developments containing any commercial component(s) must meet the requirements of subdivision IV CN commercial neighborhood and/or subdivision V CG commercial general, except for those Property Development Regulations listed in section 34-796 or section 34-826 that conflict with the Commercial Renewal District Property Development Regulations listed in section 34-878.3.

(d) Developments containing any industrial component(s) must:

i. Meet the requirements of subdivision VII LI light industrial, except for those Property Development Regulations listed in section 34-863 that conflict with the Commercial Renewal District Property Development Regulations listed in section 34-878.3; and

ii. Demonstrate on the site plan that all industrial uses are fully enclosed; and

iii. Provide as part of the development application a noise study meeting the requirements of section 34-1382 Noise and Vibration, at the discretion of the Planning, Zoning and Building Director.

Sec. 34-878.7. Building height.

As specified in section 34-878.3, CR developments may be built to four (4) stories or forty-eight (48) feet by right. Additional building height beyond four (4) stories or forty-eight (48) feet may be approved at the discretion of the Village Council for projects that incorporate at least three (3) of the following amenity types meeting the requirements specified below. Projects proposing additional building height shall further demonstrate that the additional height will not adversely impact adjacent properties and that appropriate stepbacks are provided as building height increases.

(1) Job creation. The applicant shall demonstrate the number of planned permanent full-time positions with pay above the median area

wage to be offered by a business operated within the proposed development.

(2) Public gathering space. The development shall include a permanent publicly-accessible gathering space such as an open plaza area, including landscaping, seating, and shade trees or shade structures. Such public gathering space shall be incorporated into the site plan for the development.

(3) Public art. The development shall include a professionally-designed work of art that is accessible to the public and incorporated into the site plan or landscape plan for the development. The value of the work of art shall be at least one percent (1%) of the vertical construction cost of the development.

(4) Additional landscaping. The development landscape plan shall include additional landscaping features beyond the requirements of Article III of this chapter, such as increased native plantings, additional shade trees, and shade tree specimens with larger height, canopy spread, and caliper measurement.

(5) Advanced stormwater management. The development shall provide additional innovative stormwater management techniques, which may include nature-based or green stormwater infrastructure, to provide additional on-site stormwater treatment and/or storage.

(6) Advanced architectural features. The development shall include additional architectural design elements such as cornices, flower boxes, bay windows, decorative molding, or balconies,

(7) Other amenities above code requirements proposed by the developer with Village Council approval.

Sec. 34-878.8. Waivers.

(1) The use of innovative and creative techniques and concepts may require one or more waivers from the strict interpretation of the Village Land Development Code and applicable code provisions related to lot size, frontages, setbacks, lot coverage, parking, design standards, and other requirements may

be granted according to the provision of additional amenities and shall be demonstrated to be in harmony with the purpose, and objectives of the comprehensive plan land use designation and the performance standards of this subdivision. Waivers may not be requested from density and intensity limitations.

(2) Waivers may be granted by the Village Council, following an advisory recommendation by the Planning and Zoning Board. All requests for waivers shall be identified on the site plan and shall accompany an application for site plan approval of a CR development.

(3) Requests for waivers shall be submitted in writing and shall address each of the following criteria as applicable to the proposed development:

a. The request is in harmony with and is consistent with the purpose and intent of the Village's Comprehensive Plan and Land Development Code and such waiver will not be injurious to the area involved or otherwise detrimental to the public health, safety and welfare.

b. The request is in harmony with the functional and context classification of the fronting roadway.

c. The request results from innovative and/or architectural design in which other minimum standards are exceeded.

d. The request demonstrates that granting of the waiver will result in preservation of valuable natural resources, including drainage and recharge areas, natural areas, etc.

e. The request demonstrates public benefits to be derived, including but not limited to such benefits as dedication of rights-of-way, extensions of pedestrian linkages outside of the project boundaries, preservation of open areas and use of desirable architectural, building, and site design techniques.

f. The request provides sufficient screening and buffering to screen adjacent uses from adverse impacts caused by the granting of a waiver.

g. The result is compatible with existing and potential land uses and structures adjacent to the development site.

h. Waiver requests from minimum common amenity area requirements shall further demonstrate that adequate recreation area is available on the immediate vicinity of the proposed development.

i. Economic hardship may not be used to justify waivers.

Sec. 34-878.9. Supplemental regulations.

In addition to the following requirements, other supplemental regulations for the CR Commercial Renewal land development district shall be as set forth in division 7 of this article.

(1) Unified control.

a. All land included within a CR land development district shall be owned or under the control of the applicant (whether the applicant is an individual, partnership or cooperation, or a group of individuals, partnerships or corporations), or if planned for parcelization with multiple owners shall remain unified via the approved master development plan and development order. The application shall document unified control of the entire area within the proposed development, with provisions for cross-access, shared parking, and shared infrastructure, as may be appropriate for the subject project.

b. The CR development shall be developed in accordance with the master site plan approved by the Village, and sufficient guarantees shall be provided for adequate operation and maintenance of common facilities. The developer shall provide agreements, covenants, contracts, deed restrictions or sureties acceptable to the Village prior to issuance of certificate of occupancy.

(2) Maintenance of common areas and facilities. A program for maintenance of all common areas, including open space, parking areas, utility sites, etc., shall be submitted to the Village prior to issuance of a certificate of occupancy. The submission shall include formation of associations, agreements, contracts, deed restrictions, sureties or other

legal instruments to guarantee the installation and continued maintenance of such common areas and facilities.

Section 10. Chapter 34 “Land Development”, Article VI “Land Use”, Division 7 “Supplemental District Regulations”, Subdivision I “In General” is amended by adding a new Section 34-899 “Roadway Design Overlay Zones” to read as follows:

Sec 34-899. – Roadway Design Overlay Zones

The Village of Palm Springs may designate segments of a roadway as a Roadway Design Overlay Zone to employ special design standards. The purpose of this designation is to develop a specific plan for a section of roadway to improve traffic flow, accommodate future growth and/or to enhance pedestrian, transit and cyclist safety. Such improvements will facilitate the achievement of the desired vision for the Village and implement the Comprehensive Plan. Roadway design overlay zones do not supersede underlying land use and zoning provisions but provide additional requirements for designated areas. Roadway design overlay zones shall be designated in accordance with the public hearing provisions of the Land Development Code. Roadway design overlay plans for roadways maintained by other agencies shall be developed in coordination with the Florida Department of Transportation, Palm Beach County and adjacent municipalities as applicable.

Section 11. Chapter 34 “Land Development”, Article VI “Land Use”, Division 7 “Supplemental District Regulations”, Subdivision X “College-Hospital Overlay” with Sections 34-1081 through 34-1089 is repealed and reserved for future use.

Section 12. Chapter 34 “Land Development”, Article VI “Land Use”, Division 9 “Development Standards” at Section 34-1351 “In General”, subsection (c) is hereby amended to read as follows (words underlined are additions):

Sec. 34-1351. – In general.

(c) All developments shall be reviewed to ensure that the level of service standards contained in the adopted comprehensive plan are met and will

continue to be met after the impact of the development under review is realized. Availability of potable water to serve the proposed development shall be verified prior to permit issuance. Where necessary, the village council may require the modification of the development project to ensure that level of service standards are maintained.

Section 13. Chapter 34 “Land Development”, Article VI “Land Use”, Division 9 “Development Standards” at Section 34-1352 “Residential Developments”, subsections (b) and (e) is hereby amended to read as follows (words ~~stricken~~ are deletions; words underlined are additions):

Sec. 34-1352. - Residential developments.

(b) In the review of plans for a residential development, consideration shall be given to arranging the features of the development to enhance overall neighborhood quality. Medium-density residential uses or recreation and open space areas should serve as buffers between higher and lower intensity residential uses.

(e) All residential subdivisions and multifamily or mixed-use residential developments shall contain active recreational areas and facilities at or exceeding the quantities required in the recreation and open space element of the adopted comprehensive plan, or shall make payments in lieu of providing such facilities. ~~Until such time as a schedule of payments is established, payments made under a recreation impact fee program shall be considered as satisfying such requirement.~~

Section 14. Chapter 34 “Land Development”, Article VI “Land Use”, Division 9 “Development Standards”, Section 34-1354 “Surface Water Management” is hereby renumbered to Section 34-1354.1 and its subsections (a) through (e) are hereby amended to read as follows (words ~~stricken~~ are deletions; words underlined are additions):

Sec. 34-1354.1. - Surface water management.

(a) Drainage (surface water management) systems shall be designed so that post-development conditions shall approximate predevelopment conditions ~~to the maximum extent possible~~. Where predevelopment conditions in the surrounding area are characterized by flooding of existing uses, drainage design involving the new development ~~should~~ shall reduce existing problems to the maximum extent feasible. Where necessary, the ~~village council~~ Village Council may require the modification of the development project to ensure that such requirement is met.

(b) Drainage systems ~~should~~ shall be designed so as to maintain or improve water quality ~~to the maximum extent feasible~~, and to meet applicable standards of the state and/or water management district. In addition to water quality where surface water runoff leaves the site, water quality shall be maintained in lakes and canals where surface water ultimately drains. Where necessary, the ~~village council~~ Village Council may require the modification of the development project to ensure that such standard is met.

(c) Drainage shall be designed to maintain the predevelopment viability of natural areas and groundwater recharge. To the maximum extent feasible, surface water runoff should be directed to groundwater recharge and/or natural drainage areas rather than being directed to ~~manmade~~ canals.

(d) The developer of a site shall be responsible for the design, ~~and~~ construction and maintenance of the drainage system so as to comply with the surface water management requirements of this section, as well as the applicable regulatory requirements of other state, regional and/or local agencies.

(e) Based on ~~advice~~ requirements from the appropriate agencies, all drainage plans shall be designed utilizing best management practices (BMPs) as established by the applicable areawide water quality plan.

Section 15. Chapter 34 “Land Development”, Article VI “Land Use”, Division 9 “Development Standards”, is hereby amended by adding Sections 34-1354.2 “Littoral Planting Requirements” and 34-1354.3 “Littoral Planting Plans” to read as follows:

Sec. 34-1354.2. - Littoral planting requirements.

Manmade lakes or ponds greater than one (1) acre at control elevation permitted after the approval of Ordinance 2025-03, must include littoral plantings in compliance with this section. Permanent littoral plantings consisting of native vegetation must be planted prior to the issuance of the first certificate of occupancy for any lot in the development or the associated development phase. For basins with multiple lakes that are interconnected, littoral zones may be concentrated within one or more lakes so long as the basin as a whole contains the total required littoral area.

(a) At least 50 percent of the shoreline shall be planted with native wetland trees and/or aquatic plants at eight (8) square feet of littoral zone for every one (1) linear foot of shoreline.

(b) The littoral zone shall be planted with at least five species of appropriate native wetland vegetation. There shall be a minimum of one (1) tree for every five hundred (500) square feet of littoral zone, and plants/shrubs shall be placed with an average spacing of three (3) feet on center. An appropriate mix of emergent and submerged aquatic vegetation shall be used to satisfy the littoral planting requirement. The planting plan design and mix of species used shall have an anticipated minimum 80 percent coverage.

c) The trees must be a minimum of eight feet in height and consist of native freshwater wetland and transitional varieties. Upland littoral planting, landward from the mean high water line (MHWL) or ordinary high water mark (OHWM), shall be installed at a minimum of 18” in height. Littoral or aquatic planting placed beneath the water line shall be installed at a minimum height of 6” above the waterline. For example, if the plant is placed in the zone 12” (or 1 foot) below the waterline, the minimum size of the plant at installation is 18” in height.

(d) Plant material selection and placement shall be designed in a manner that mimics the natural wetland systems in Palm Beach County.

(e) The littoral planting zone shall extend a minimum of ten (10) feet into the lake from the waterline and a maximum of five (5) feet upland from the waterline. Slopes for planted littoral zones shall be no steeper than ten (10) feet horizontal

to one (1) foot vertical (or a 10:1 slope). Slopes up to a maximum depth of three (3) feet below the waterline are encouraged to promote greater success of the littoral zone plantings.

Sec. 34-1354.3. - Littoral planting plans.

Littoral Planting Plans must be submitted for all developments that include excavated lakes and ponds greater than one (1) acre prior to excavation permit issuance. Littoral Planting Plans shall be subject to the inspection and bond or surety provisions of Sec. 34-134(e). The plans must be prepared by a qualified environmental professional with a personal familiarity with the site and soil conditions based upon a field review and include:

a) A complete plant list that shall include:

1. The genus and species of each plant
2. The common names of each plant
3. The quantity of each plant
4. The size of each plant

b) A plan that indicates the location and quantities of plants to be used, their dimensions, and spacing between plants.

c) A typical cross section of the littoral planting area.

d) The total linear footage of shoreline of the proposed lake or pond measured at the control elevation, the provided percentage of planted shoreline, and the size of the littoral planting area in square feet, with calculations demonstrating a minimum of eight (8) feet of planted littoral zone area per one (1) foot of shoreline for at least fifty (50) percent of the shoreline.

e) The waterbody protection easement as required by Sec. 34-1356(f).

f) Planting details indicating planting performance standards consistent with aquatic industry standards and methodology.

g) A description of the procedures to ensure the viability and health of the plantings.

h) A written agreement that identifies who shall be financially responsible for regular monitoring and removal of noxious, pest plant, and invasive exotic species for continued healthy diversity in littoral zone vegetation. This shall include management guidance for parties responsible for continual maintenance and vitality of all littoral planting areas.

i) Projects with ponds or lakes which are proposed to be constructed in phases shall include plans which delineate the phases of excavation and shall include warranties for maintenance and survival of each phase.

j) Other reasonable information as requested by the Village.

Section 16. Chapter 34 “Land Development”, Article VI “Land Use”, Division 9 “Development Standards” at Section 34-1356 “Natural Features” is hereby amended by adding subsections (e), (f) and (g) to read as follows:

Sec. 34-1356. Natural features.

(e) All verified, delineated wetlands not permitted for mitigation by the South Florida Water Management District shall be protected via an upland buffer that is a minimum average twenty-five (25) feet from the delineated wetland edge and at no point less than ten (10) feet from the delineated wetland edge. Native vegetation contained within the upland buffer shall be protected from development activities. All invasive and non-native vegetation within the upland buffer shall be removed. Where native vegetation does not exist in the upland buffer, the area within the upland buffer shall be reestablished by the replanting of plants that are natural and native to the original ecological community. Turf grasses and exotic or non-native plants are prohibited. No primary or accessory structures may be constructed within the upland buffer.

(f) All manmade and natural waterbodies shall be protected via a waterbody protection easement extending at least twenty (20) feet landward from the mean high water line (MHWL) or ordinary high water mark (OHWM) of the natural waterbody, or from the edge of the manmade water body. On bulkheaded lots, the waterward boundary of the waterbody protection easement shall be the

established or existing bulkhead line. Additionally, a “low-maintenance vegetated zone” consisting of un-mowed vegetation extending five (5) feet from the MHWL, OHWM, bulkhead line or pond edge, as applicable, is encouraged to filter pollutants. No development shall be permitted within the waterbody protection easement, except for the following types as permitted by the Florida Department of Environmental Protection, the South Florida Water Management District, and/or the Lake Worth Drainage District as applicable:

i. Interpretive walks, docks, or decking, including decking for non-residential uses subject to approval by the Village Council;

ii. Stormwater detention areas or other improvements for water quality;

iii. Native and/or other ecologically appropriate landscaping within the low-maintenance vegetated zone; or

iv. Riprap.

(g) All manmade waterbodies must include littoral plantings according to the provisions in Sections 34-1354.2 and 34-1354.3.

Section 17. Chapter 34 “Land Development”, Article VI “Land Use”, Division 9 “Development Standards” at Section 34-1359 “Traffic Circulation” is hereby amended by amending subsections (c), (d) and (j) and adding subsection (l) to read as follows (words ~~stricken~~ are deletions; words underlined are additions):

Sec. 34-1359. - Traffic circulation.

(c) Ingress and egress from any development shall be regulated so as to prevent unnecessary conflicts with traffic on adjacent streets. ~~The~~ Access management, including the number and spacing of entrances and median openings for divided streets, shall be as specified by the agency having maintenance responsibility for the street. The Village shall consult F.A.C. 14-97.003 (Access Control Classification System and Access Management Standards) during site plan review for properties fronting State Highway System roadways: SR 882/Forest Hill Boulevard, SR 802/Lake Worth Road, SR 809/S

Military Trail, and SR 807/S Congress Avenue. Where there are no other standards, the following provisions shall apply:

Width of Row (in feet)	Spacing for Entrances (in feet)	Median Openings (in feet)
Under 50	50	100
50-80	100	200
80 or more	125	250

(d) ~~Where~~ On the Village's jurisdictional roadways, where the width of the parcel is less than the spacing required, or where the location of the parcel with respect to adjacent parcels with entrance locations prevents the normal allocation of an entrance to the parcel, one entrance may be permitted, provided, it is arranged to be jointly shared with an adjoining parcel either immediately or at such future time as the adjoining parcel is developed or redeveloped. Where any parcel is developed or redeveloped and adjoins a parcel which is restricted as to access, the on-site traffic circulation shall be designed so as to provide access to the adjoining parcel either through an on-site connection or the joint use of an entrance. Exceptions for connections to roadways under other government jurisdiction shall be coordinated with the applicable government agency.

(j) Where bus stops and shelters are provided, they shall be located so as to be convenient to the buildings on-site and to the pedestrian walkway system for any site adjacent to an existing bus route. Bus stops and shelters shall be subject to the approval of the traffic engineer under chapter 74, and shall conform to the standards of the county transit agency ~~(CoTran)~~ (Palm Tran). This subsection shall apply to bus shelters not located on public rights-of-way, and shall not apply to any shelter established by ~~CoTran~~ Palm Tran.

(l) In order to reduce the need for sequential trips on primary roadways serving the Village, the Village finds that vehicular and pedestrian cross-access between adjacent properties should be required where appropriate and feasible.

All adjacent CN, CG, LI, G, MU, or CR district properties fronting arterial or major collector roadways shall provide a cross-access drive and pedestrian access way to allow circulation between sites. This requirement shall also apply to a building site that abuts an existing developed property unless the Village Council finds that this would be impractical. Property owners shall:

1. Record an easement in the public records of Palm Beach County allowing cross access to and from the adjacent properties;
2. Agree that any pre-existing driveways provided for access in the interim shall be closed and eliminated after construction of a joint-use driveway, if utilized; and
3. Record a joint maintenance agreement in the public records of Palm Beach County defining maintenance responsibilities of property owners that share the cross-access system and any joint-use driveway.

Where abutting properties are in different ownership and not part of an overall development plan, cooperation between the various owners in development of a unified access and circulation system is encouraged. Only the building site(s) under consideration for development approval shall be subject to the requirements of this criterion. Abutting properties shall not be required to provide cross-access and circulation until they are developed or redeveloped.

Section 18. Chapter 34 “Land Development”, Article VI “Land Use”, Division 9 “Development Standards” at Section 34-1366 “Building Design Guidelines” is hereby amended by amending subsections (1), (2), (4) and (12) to read as follows (words ~~stricken~~ are deletions; words underlined are additions):

Sec. 34-1366. Building design guidelines.

These guidelines are intended to help ensure compatibility and secure a high quality of environment, regarding livability, visual interest, identity and sense of place in Palm Springs' commercial and multifamily districts by providing guidance for the design of new buildings. These guidelines are intended to focus on the characteristics of architectural compatibility and leave individual property

owners and developers the maximum flexibility to build to meet their own needs and objectives.

(1) General design.

a. General design. Buildings shall be designed to be compatible with the surrounding environment, both manmade and natural, with particular attention to adjacent residential uses, if any. A building shall provide a positive impact on the surrounding environment.

(2) Building forms and colors. Buildings and structures which use symbolic forms and colors, with the exception of those features protected by F.S. § ~~553.79(20)(a)1~~ 553.79(24)(a), and which have a negative impact on the visual environment of the area, as determined by the ~~land development director~~ Planning, Zoning and Building Director, ~~land development board~~ Planning and Zoning Board, or village council, shall not be permitted.

(4) Building scale and height. In general, building should relate in scale and proportion primarily to ~~other~~ adjacent buildings and secondarily to other buildings in the area. Buildings of different sizes can be made architecturally compatible through skillful design that might include transitional massing element, cornice lines and other treatments to coordinate the line of the lower building to the taller one.

(12) Applicability. These building design guidelines shall apply to all infill projects, to all new construction projects for nonresidential uses in excess of 3,000 square feet of the gross floor area of the structure and to all multi-family residential projects comprised of more than six dwelling units. Renovation construction projects are encouraged to comply with these standards.

Section 19. Chapter 34 “Land Development”, Article VI “Land Use”, Division 9 “Development Standards” is hereby amended by adding Sections 34-1367 through 34-1371 to read as follows:

Sec. 34-1367. Green building incentives.

The Village of Palm Springs acknowledges the critical role of conserving natural resources in maintaining the overall health of the local environment. To support this commitment, the Village offers incentives for Green Development that minimize environmental impacts, enhance energy and water efficiency, and promote the health and well-being of residents.

(1) Eligibility: To qualify for green building incentives, projects must meet one or more of the following criteria:

a. Achieve a minimum certification level equivalent to LEED Silver, as administered by the U.S. Green Building Council (USGBC); to Green Globes, as administered by the Green Building Initiative (GBI); or similar;

b. Demonstrate compliance with ENERGY STAR performance standards;

c. Demonstrate water efficiency and waste reduction measures that align with guidelines from the WaterSense Program (administered by the EPA) or equivalent local standards; and/or

d. Utilize innovative natural processes to manage stormwater.

(2) Incentives: As part of the site plan review process, eligible developers may request one or more of the following incentives, which will be reviewed and considered by the Village Council:

a. Expedited permitting;

b. Reduction of minimum setbacks, not to exceed 10% for residential developments and 20% for commercial developments; and/or

c. Reduced open space requirements, not to exceed 10%.

Sec. 34-1368. Lake Worth Road Connector Roadway Design Overlay Zone.

This section establishes a Roadway Design Overlay Zone to be known as the Lake Worth Road Connector (“LWRC”) Roadway Design Overlay Zone, which is applied to properties adjacent to Lake Worth Road from Military Trail to the Keller Canal. This Overlay is within the Lake Worth Road CRA District.

Sec. 34-1369. Purpose and intent.

The intent of the LWRC is to impose special requirements to this roadway segment to promote the use of alternative modes of transportation, reduce roadway congestion and to facilitate an improved mobility for Lake Worth Road.

Sec. 34-1370. Applicability.

The provisions of this overlay apply to the all new development or redevelopment of properties within the LWRC.

Sec. 34-1371. Roadway Design Standards.

Roadways in the LWRC shall generally conform to the requirements of Sec. 34-511. – Streets, but may also subject to additional requirements as needed for:

(1) Public transit:

a. Dedication of additional Right of Way for the development of boarding and alighting areas (see FDOT Design Manual 225.2 Boarding and Alighting Areas for Public Transit Facilities).

b. Dedication of additional Right of Way for infrastructure that supports Public Transit. (i.e. street furniture; shade structures; signage).

(2) Bicycle lanes:

a. Dedication of additional Right of Way for new or improved bicycle lanes.

(3) Sidewalks:

a. Dedication of additional Right of Way for new or improved sidewalks.

(4) Multi-modal paths:

a. Dedication of additional Right of Way for new or improved multi-modal paths.

(5) Landscaping and aesthetic improvements:

a. Dedication of additional Right of Way for the planting of Shade Trees and other landscaping.

Properties developed or redeveloped within the LWRC providing dedication of additional Right of Way as outlined above shall consider the area of the additional dedicated Right of Way as part of the overall site area subject to density and intensity calculations. All other property development regulations such as setbacks, lot coverage and impervious surface coverage shall be based upon the project site area less than the additional dedicated Right of Way.

Section 20. Amendment to Official Land Development District (Zoning) Map. If this Ordinance is adopted, pursuant to section 34-722 of the Village Code of Ordinances, the Village's Official Land Development District (Zoning) Map shall be updated to reflect the changes set forth in this Ordinance, specifically assigning "CR (Commercial Renewal)" zoning to those parcels so categorized in blue on Exhibit A.

Section 21. Severability. If any section, subsection, sentence, clause, phrase, or portion of this Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portions thereof.

Section 22. Repeal of Laws in Conflict. All ordinances or parts of ordinances in conflict herewith are hereby repealed to the extent of such conflict.

Section 23. Codification. The sections of the ordinance may be made a part of the Village Code of Ordinances and may be re-numbered or re-lettered to accomplish such, and the word "ordinance" may be changed to "section," "division," or any other appropriate word.

Section 24. Effective Date. This ordinance shall take effect immediately upon adoption.

_____ offered the Ordinance for its first reading and moved its adoption. The motion was seconded by _____, and upon being put to a vote, the vote was:

	AYE	NAY
BEV SMITH, MAYOR	____	____
KIM SCHMITZ, VICE MAYOR	____	____
GARY M. READY, MAYOR PRO TEM	____	____
JONI BRINKMAN, COUNCIL MEMBER	____	____
PATTI WALLER, COUNCIL MEMBER	____	____

Passed first reading at the Regular Meeting of the Village Council held on the 8th day of May, 2025.

_____ offered the Ordinance for its second reading and moved its adoption. The motion was seconded by _____, and upon being put to a vote, the vote was:

	AYE	NAY
BEV SMITH, MAYOR	____	____
KIM SCHMITZ, VICE MAYOR	____	____
GARY M. READY, MAYOR PRO TEM	____	____
JONI BRINKMAN, COUNCIL MEMBER	____	____
PATTI WALLER, COUNCIL MEMBER	____	____

Passed second reading at the Regular Meeting of the Village Council held on the 12th day of June, 2025. The Mayor thereupon declared this Ordinance approved and adopted by the Village Council on this 12th day of June, 2025.

VILLAGE OF PALM SPRINGS, FLORIDA

_____
Bev Smith, Mayor

ATTEST:

_____
Kimberly Wynn, CMC, FCRM, MPA
Village Clerk
(VILLAGE SEAL)

Approved as to form and legal sufficiency:

_____
Glen J. Torcivia, Village Attorney
Florida Bar No. 343374

Village of Palm Springs

Zoning Map

Legend

- Village Boundary

Zoning

- CG (Commercial General)
- CN (Commercial Neighborhood)
- CR (Commercial Renewal)
- County Zoning
- G (Governmental)
- LI (Light Industrial)
- MU (Mixed Use)
- RM (Residential Multi-Family)
- RS (Residential Single-Family)
- Other

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Date Printed:
4/10/2025

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US Feet

BONNIE LANDRY
&ASSOCIATES Professional Planning Services

Village of Palm Springs

Zoning Map

Legend

- Village Boundary

Zoning

- CG (Commercial General)
- CN (Commercial Neighborhood)
- CR (Commercial Renewal)
- County Zoning
- G (Governmental)
- LI (Light Industrial)
- MU (Mixed Use)
- RM (Residential Multi-Family)
- RS (Residential Single-Family
- Other
- Parcels

N

W E

S

Date Printed:
4/10/2025

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US Feet

BONNIE LANDRY
&ASSOCIATES Professional Planning Services

Village of Palm Springs

Executive Brief

AGENDA DATE: June 12, 2025

DEPARTMENT: Planning, Zoning & Building

ITEM #19: Site Plan (SPR25-05) and Special Exception Use (PSSE25-03) - Iglesia Cristo Misionera de WPB Inc. - 4340 Diamond Road

SUMMARY: Mr. Juan Gonzalez, agent for the owner, Iglesia Cristo Misionera de WPB Inc. ("Applicant"), is requesting a Site Development Plan Amendment (SPR25-05) and Special Exception Use (PSSE25-03) approval to allow the use of the property as a place of worship with a maximum of 140 seats.

Note: The property was annexed into the Village in 2014 as a developed parcel with a residential single-family structure. Before the annexation, Palm Beach County approved a site plan and special exceptions to allow the use of the property as a place of worship, but this was never implemented.

The 2.07-acre property is being developed with a residential structure (1,402 square feet) and a 787-square-foot garage, which is proposed to be converted into an administrative office. The applicant is proposing to construct a 3,144-square-foot sanctuary building to be attached to the existing garage that is proposed to be converted into an administrative office for a total of 3,931 square feet. The residential structure located on the north side will remain on the property as part of the church's campus.

A site plan amendment is being requested to bring the property up to code, to the extent possible, to be consistent with the proposed use. The proposed site plan provides enhancement to the landscaped buffers, a new parking lot, a newly paved driveway, drainage improvement, pedestrian connections, and interior/exterior renovations to the building.

The Planning and Zoning Board considered this application at their May 13, 2025, meeting and recommended approval.

Staff supports the applicant's request and recommends conditional approval of the Special Exception Use and Site Plan Amendment based on general consistency with the Land Development and Zoning Regulations and the objectives and policies of the Village's Comprehensive Plan.

FISCAL IMPACT:
The proposed request does not have any immediate fiscal impact on the Village since the church is tax-exempt; however, the proposed renovations may have a positive effect on the neighboring properties.

ATTACHMENTS:

1. Resolution No. 2025-38 - Site Plan (SPR25-05) and Special Exception (PSSE25-03) - Iglesia Cristo Misionera de WPB Inc. - 4340 Diamond Road (2)
2. Exhibit "A" Staff Report
3. Justification Statement
4. Site Plan, Landscape Plan, Photometric Plan and Letters
5. Color Rendering Architectural Plan
6. Aerial and Location Maps

RESOLUTION NO. 2025-38

A RESOLUTION OF THE VILLAGE COUNCIL OF THE VILLAGE OF PALM SPRINGS, FLORIDA, (APPROVING/DENYING) WITH CONDITIONS, AN APPLICATION SUBMITTED BY MR. JUAN GONZALEZ, AGENT FOR IGLESIA CRISTO MISIONERA DE WPB INC. ('APPLICANT"), FOR A SITE PLAN AMENDMENT (SPR25-05), AND A SPECIAL EXCEPTION USE (PSSE25-03) TO ALLOW THE USE OF THE PROPERTY AS A PLACE OF WORSHIP WITH A MAXIMUM OF 140 SEATS AT 4340 DIAMOND ROAD; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Mr. Juan Gonzalez, agent for the owner, Iglesia Cristo Misionera de WPB Inc., ("Applicant") request approval of a Site Plan (SPR25-05) and concurrently a Special Exception Use (PSSE25-03), to allow the use of the property as a place of worship with a maximum of 140 seats at the property at 4340 Diamond Road; and

WHEREAS, the Planning & Zoning Board ("Board") heard and considered the Site Plan and Special Exception Use at the Board's May 13, 2025, meeting, and the Board's recommendation has been transmitted to the Village Council; and

WHEREAS, the Village Council has heard this matter in a public session; has considered the presentation and other evidence presented by the Applicant; has received and considered the recommendations of the Village Staff and the Planning and Zoning Board; and has otherwise been fully informed regarding this matter.

NOW THEREFORE, BE IT RESOLVED BY THE VILLAGE COUNCIL OF THE VILLAGE OF PALM SPRINGS, FLORIDA:

Section 1. The Village Council has received and considered the request of Mr. Juan Gonzalez, ("Applicant") for approval of Site Plan (SPR25-05) and Special Exception Use (PSSE25-03) for the proposed use of the property as a place of worship.

_____Having been otherwise fully apprised of the premises herein, the Village Council hereby approves the said application as revised, with the staff report conditions attached hereto as Exhibit "A", and which is incorporated herein by reference.

OR

_____Having been otherwise fully apprised of the premises herein, the Village Council hereby denies the application for the following reason(s):

_____
_____
_____

Section 2. This Resolution shall take effect immediately upon adoption.

Council Member _____ offered the foregoing resolution. Council Member_____ seconded the motion, and upon being put to a vote, the vote was as follows:

	Aye	Nay	Absent
BEV SMITH, MAYOR	□	□	□
KIM SCHMITZ, VICE MAYOR	□	□	□
GARY READY, MAYOR PRO TEM	□	□	□
PATTI WALLER, COUNCIL MEMBER	□	□	□
JONI BRINKMAN, COUNCIL MEMBER	□	□	□

The Mayor thereupon declared the Resolution duly passed and adopted this _____ day of _____2025.

VILLAGE OF PALM SPRINGS, FLORIDA

BY:_____
BEV SMITH, MAYOR

ATTEST:

BY:_____
KIMBERLY M. WYNN, VILLAGE CLERK

REVIEWED FOR FORM AND LEGAL SUFFICIENCY

BY:_____
CHRISTY GODDEAU, VILLAGE ATTORNEY

PLANNING, ZONING & BUILDING STAFF REPORT

SUBJECT: Special Exception Use and Site Plan - Iglesia De Cristo Misionera - 4340 Diamond Rd

Application Summary			
Applicant / Petitioner	Juan Gonzalez	**Submittal Date**	10/16/2023
Reference Name	Iglesia Cristo Misionera de WPB INC	**Case Number**	**SPR25-05, PSSE25-03**
		Parcel Control No	70-42-44-24-01-000-0010
Location	4340 Diamond Rd	**Site Area**	±2.07 acres
P&Z B Meeting	May 13, 2025	**Council Meeting**	June 12, 2025
Requests			
Proposed Use(s)	Site Plan Amendment and Special Exception use to allow the use of the property as a place of worship with a maximum of 140 seats, within a total of 3,931 square feet of building.		
Number of Buildings	2 buildings 1 - 3,144 sf place of worship + 787 sf administrative building 1 – 1,402 sf single-family home (existing).		

Parking			
Code	**Required**	**Provided**	**Meets Requirement**
Total Overall Parking	41 spaces Office use 1/200 SF (787sf) = 4 spaces Church 1 / 4 seats (140 seats) = 35 spaces Single-Family Home = 2 spaces	41	Yes

Site Characteristics			
Existing Use	Single-Family Residential Church	**Proposed Use**	Single-Family Residential & Church
Existing Zoning	Residential Single-Family (RS)	**Existing Future Land Use**	Low-Density Residential

Surrounding Existing Land Use, Future Land Use, and Zoning			
Direction	**Existing Use**	**Future Land Use**	**Zoning District**
North	Drainage Canal	Unknown Unincorporated Palm Beach County	Unknown Unincorporated Palm Beach County
South	Residential Use	Unincorporated Palm Beach County	Unincorporated Palm Beach County
East	Residential Use	Low-Density Residential	Multiple-Family Residential
West	Commercial Shopping Centers	Unincorporated Palm Beach County	Unknown Unincorporated Palm Beach County

Recommendation
Planning, Zoning & Building Staff recommends conditional approval of the proposed project to allow the use of the property as a place of worship with a maximum of 140 seats and a total of 3,931 square feet of building, as depicted on the proposed site plan, based on compatibility with surrounding uses.



I. Site History

- **Ordinance No. 2014-25: Annexation**

The property was annexed into the Village of Palm Springs on January 8th, 2014, and designated with the Land Development with Residential Single Family zoning district and Low Density Residential Future Land Use.

II. Comprehensive Plan Consistency

The subject property's Future Land Use designation and Zoning are Low Density Residential and Residential Single Family (RS), respectively. The proposed use is permitted as a special exception use and is generally consistent with the goals, objectives and policies of the Village's Comprehensive Plan.

III. Neighborhood Compatibility

1) The proposed project is located on the east side of South Military Trail, on Diamond Road.
2) The surrounding properties are generally residential uses.
3) A mix of different commercial uses are located along South Military Trail.
4) The proposed place of worship is permitted as a special exception use within the RS zoning district.

IV. Regulatory Issues

- The site plan generally conforms to the property development standards of the RS district.
  1) The proposed project generally meets the required site development regulations.
  2) Based on the Traffic Generation Analysis, the project will generate less than 21 peak hour trips, which is considered insignificant and therefore meets the TPS of Palm Beach County.
  3) Permits from all applicable permitting agencies, including but not limited to PBC Fire Rescue and the Village of Palm Springs, are required prior to commencing any construction activity.

V. Environmental Issues:

There are no environmental issues identified.

VI. Community Outreach/ Notification

- The subject property was posted on May 5th, 2025.
- Public Notification letters were mailed to all property owners within a 300-foot radius of the subject property on May 2nd, 2025.
- Legal advertisement was published on April 29th, 2025.
- Staff have not received any inquiries or comments as a result of the notices.

VII. Proposed Development Plan Details

The petitioner's development plans dated received on April 24, 2023, depict the following:

- An application submitted for a Site Plan Amendment and concurrently a Special Exception Use to allow the use of the property as a place of worship.

  1. Site Plan received on April 24, 2023, revised and resubmitted on April 28, 2025.
  2. Landscape plans received April 24, 2023, revised and resubmitted on February 4, 2025.
  3. Architectural floor plans received April 2, 2024, revised and resubmitted on December 19, 2024.
  4. Justification Statement of proposed use.
  5. Traffic equivalency statement.
  6. Photometrics plan.
  7. Drainage statement.

VIII. Recommendation

Currently, the 2.07-acre property is being developed with a residential structure (1,402 square feet) and a 787-square-foot garage, which is proposed to be converted into an administrative office. The applicant is proposing to

construct a 3,144 square-foot sanctuary building to be attached to the existing garage that is proposed to be converted into an administrative office for a total of 3,931 square feet. The residential structure located on the north side will remain on the property as part of the church's campus.

The property was annexed into the Village in 2014 as a developed parcel with a residential single-family structure. Prior to the annexation, Palm Beach County approved a site plan and special exception use to allow the use of the property as a place of worship, but it was never implemented.

A site plan amendment is requested to bring the property up to code, to the extent possible, to be consistent with the proposed use. The proposed site plan provides enhancements to the landscaped buffers, a new parking lot, a newly paved driveway, drainage improvement, pedestrian connections, and interior/exterior renovations to the building.

Staff have found the proposed Special Exception use to be generally consistent with the goals, objectives, and policies of the Village's Comprehensive Plan. The proposed use is generally consistent with the Land Development and zoning regulations and all other portions of the code. The proposed special exception use does not significantly reduce light and air to adjacent properties and would not be a deterrent to surrounding properties. The new project does not negatively impact natural systems.

Planning, Zoning, and Building Staff recommend conditional approval of the Special Exception Use and the Site Plan Amendment, subject to the following thirty-two (32) conditions below:

1. Build out is December 31, 2025.
2. The Site Plan approval is valid within 24 months of Council Approval.
3. The special exception approval for the new place of worship shall be implemented within 18 months of Council approval.
4. The worship sanctuary area shall be limited to 140 seats.
5. If any parking issues arise, as determined by the PZ&B Director or Police Chief, the property owner may be required to undertake additional measures. A site plan amendment may be required to reconfigure the parking lot area.
6. Hours of operation shall be accordingly with the Village's Land Development Regulation Section 34-891.
7. All required improvements shall be completed prior to the issuance of a Certificate of Occupancy.
8. A life safety plan shall be approved by the Building Official as a prerequisite to the issuance of a **Certificate of Occupancy**.
9. A security plan addressing evacuations and emergencies shall be provided **at the time of permitting**.
10. Any special event or outdoor activities to be held at the property are subject to Special Event Permit approval by the Village.
11. Permits must be obtained from the Village and PBC Fire Department **at the time of permitting**.
12. No signs are proposed as part of this application. Any future signs shall be according with the Village's Land Development Regulations Section 34-327.
13. Palm Beach County "Digital Inclusion infrastructure" (broadband antenna and related facilities) shall be accommodated on the property **(if location is determined to be desirable for broadband coverage by Palm Beach County or School District of Palm Beach County**), **prior to the issuance of any Certificate of Occupancy**, and property owner shall voluntarily serve as a program partner (easement/agreement, electric) through the life of the program.
14. No loitering on the ground will be permitted.
15. The residential structure on the north side shall be limited to one residential dwelling unit.
16. A civil/utility plan shall be approved by the Village **at the time of permitting**.
17. The construction dumpster shall only be provided by Waste Pro USA, which is under a franchise Agreement with the Village.
18. Landscaped areas shall be irrigated, including but not limited to buffers, islands, planter boxes, etc.
19. Irrigation plans shall be provided **at the time of permitting**. Non-potable water shall be used for the irrigation system per the Village code.

20. Provide permits from all applicable permitting agencies, including but not limited to, PBC Fire Rescue and Village of Palm Springs **at the time of permitting**.
21. The property owner shall register an Agent of Record before issuance of a permit to establish a contact person responsible for compliance with this Development Order, including site plan/landscape plan details and conditions of approval.
22. The Applicant may be required to undertake additional security measures, based on the number of complaints or calls for service for incidents at the premises, as determined by the Police Chief. Such additional security measures as approved by the Police Chief may include increased on-site security at the operator's sole expense.
23. All new electric utilities shall be underground.
24. A silt barrier shall be installed around the perimeter of the property (within the affected area for the site improvements and new building construction) prior to commencement of any site work or construction activity, and a track pad shall be installed at the construction entrance(s), both of which shall remain through substantial completion.
25. Any sidewalk broken or damaged during construction shall be replaced by the contractor **prior to CO**.
26. The Landscaping shall be certified by the Landscape Architect upon completion and **prior to the Certificate of Occupancy/Certificate of Completion** of each improvement area.
27. Absolutely no occupancy, other than construction personnel, is permitted **prior to TCO/CO**.
28. The civil engineer of record shall certify the site construction **before the issuance of the Certificate of Occupancy**.
29. The applicant may be required to provide a resident inspector for structural elements such as concrete pours.
30. The General Contractor shall be on site during any construction activity.
31. The project shall receive approval from all Authorities Having Jurisdiction and submit copies of approvals to the Village of Palm Springs.
32. **At the time of CO**, the petitioner shall provide the Planning, Zoning and Building Department with electronic copies of as-builts.

JUSTIFICATION STATEMENT FOR PLACE OF WORSHIP SPECIAL EXEMPTION
IGLESIA DE CRISTO MISIONERA

The following Justification Statement is based on the Certification Standards outlined in Chapter 34, Section 34-607 of the Village of Palm Springs Code of Ordinances.

Background
The subject property is a 2.07-acre site comprised of four (4) separate parcels of land located east side of Military Trail, north of 10th Avenue North along the south side of Diamond Road, in the Village of Palm Springs. The parcels were Annexed to the Village from Unincorporated Palm Beach County on January 8, 2014 under Ordinance No. 2014-25 with a Future Land Use as 'Low Density Residential' and Zoning as 'Residential Single Family'. The site presently supports a single-family home and detached garage which will be converted to church offices and storage for the proposed place of worship. Prior to annexation on December 11, 2013, the County approved the site for a Class A Conditional Use to allow a Place of Worship. Both the Annexation ordinance and Conditional Use Approval are included in this application.

Request
The owner/applicant is requesting the same Place of Worship conditional use approved in Unincorporated Palm Beach County, which is supported as a special exemption in the RS district under Section 34-744 of the Village of Palm Springs Code of Ordinances.

Justification

1. **The proposed special exemption use is consistent with goals, objectives, and policies of the Villages Comprehensive plan.**

   The requested special exemption of a Place of Worship is consistent with the Village's Comprehensive Plan as a conditional use in the Residential Single Family (RS) District, which corresponds to the property's Future Land Use designation of Low Density Residential. In addition, the project is subject to concurrency review by Palm Beach County. All infrastructure is present to serve the project, including potable water, sewer, and road capacity.

2. **The proposed special exemption is consistent with the planning, building, and zoning regulations and all other portions of this code.**

   The proposed special exemption is consistent with all applicable provisions of the Village of Palm Springs Code of Ordinances related to the RS District, including lot size, width depth and existing setbacks. This data is shown on the site plan included in this submittal.

3. **The proposed special exemption use is compatible with the character and use (existing and future) of the surrounding properties in its function; hours of operation, type and amount of traffic to be generated, building location, mass, height, and setback; and other relevant factors particular to the proposed special exemption use and the**

surrounding property.

The subject property is located in an area characterized as a mix of single-family residential (east and south) and retail commercial (west). There are two proposed points on access to the site via Diamond Lane. Hours of operation are consistent with the surrounding residential area as no after-hours activities or functions will take place at this establishment. All land development criteria have been met or exceeded as shown on the site plan data table.

The proposed conditional use request is compatible with surrounding uses insofar as development in the area is a mix of commercial and residential uses, several of which constitute a much more intensive use that that which is proposed by the applicant/owner. The proposed use serves as a transition from the intensive commercial uses to the west and the residential uses to the east.

4. **The establishment of the proposed special exception use in the identified location does not create a concentration or proliferation of the same or similar type of special exception use, which may be deemed detrimental to the development or redevelopment of the area in which the special exception use is proposed to be developed.**

   The subject site is located east of a commercial corridor (Military Trail) on the west side of a long-established single-family neighborhood. The proposed institutional use serves as a transition from the intense commercial development along Military Trail and the residential neighborhood further east. The proposed use of the subject property as a place of worship is deemed consistent with development patterns in the area.

5. **The proposed special exception use does not have a detrimental impact on surrounding properties based on:**
   a. **The number of persons anticipated to be using, residing, or working on the property as a result of the special exception use;**

      The proposed special exemption use will not have a detrimental impact on the surrounding properties, as the majority of occupants using the facility will be limited to one day a week (Sunday's) during services. The number of occupants for the remainder of the week will be a limited to a few employees and maintenance staff.

   b. **The degree of noise, odor, visual, or other potential nuisance factors generated by the special exception use; and**

      Operations of the proposed facility will not contribute any detrimental noise, odor, or visual obstructions to the surrounding residential area.

   c. **The effect on the amount and flow of traffic within the vicinity of the proposed special exception use.**

Impact to existing residents from traffic on Diamond Rd and Diamond Lane will be limited to one hour before and after services on Sunday's. There will not be any significant impact to

residents eastward of the subject site, as most users of the facility will be entering/exiting from the west towards Military Trail. See the attached traffic letter in this submittal supporting the proposed special exception.

6. **That the proposed special exemption use:**
    a. **Does not significantly reduce light and air to adjacent properties.**

        The special exemption will not reduce light or air to/from the adjacent properties.

    b. **Does not adversely affect property values in adjacent areas.**

        The special exemption will not affect property values in the adjacent areas.

    c. **Would not be deterrent to the improvement, development or redevelopment of surrounding properties in accord with existing regulations.**

        The special exemption will not impact or deter future development of the surrounding sites.

    d. **Does not negatively impact adjacent natural systems or public facilities, including parks and open spaces.**

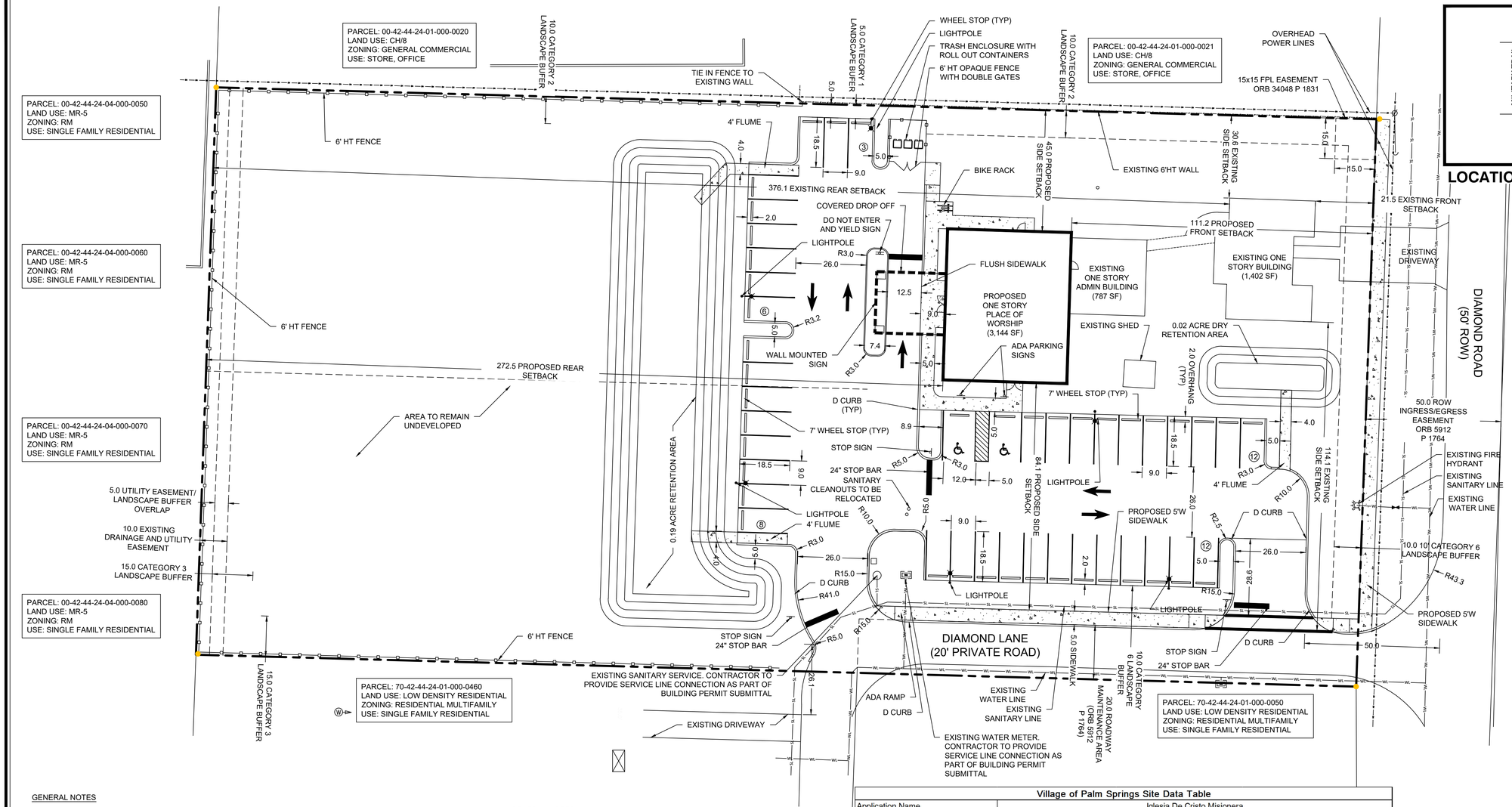
        The special exemption will not impact natural systems of public facilities. The site is designed to preserve as much existing tree canopy as possible on the south side of the site and to maximize pervious area. No adverse environmental impacts are anticipated to result from the proposed project. In additional all stormwater is to be retained on site and not discharged into the L-10 Canal.

    e. **Provides pedestrian amenities, including, but not limited to, benches, trash receptacles, and/or bicycle parking.**

        Benches, trash receptacles, and bicycle parking will be provided under the covered drop off area.

7. **The proposed use would enhance and/or promote redevelopment of the Village, fulfill redevelopment objectives, and/or have a positive economic impact on the Village, including creating new jobs, economic growth and provide needed community-serving (neighborhood retail and commercial) uses and businesses.**

    Rapid residential growth in central Palm Beach County and growth of the church congregation has contributed to the need to expand existing religious services and ministries for this growing church community. Membership in the church has grown substantially over the past several years, and fund-raising efforts have been successful to the extent that the church is poised to expand its ministries and construct its sanctuary and church offices. The proposed special exemption will have a positive impact on communities in the surrounding area.



GENERAL NOTES

1. LOCATIONS ,ELEVATIONS AND DIMENSIONS OF EXISTING UTILITIES, STRUCTURES AND OTHER FEATURES WERE PROVIDED BY OTHERS AND ARE SHOWN ACCORDING TO THE BEST INFORMATION AVAILABLE AT THE TIME OF THE PREPARATION OF THESE CONTRACT DOCUMENTS . JESSAMINE DESIGN BUILD, LLC SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY AND/OR COMPLETENESS OF THAT INFORMATION SHOWN HEREIN OR ANY ERRORS OR OMISSIONS RESULTING FROM SUCH.
2. THE CONTRACTOR SHALL FIELD LOCATE, VERIFY AND FURTHER IDENTIFY THE LOCATIONS, ELEVATIONS AND DIMENSIONS OF ALL EXISTING UTILITIES, STRUCTURES AND OTHER FEATURES ABOVE AND BELOW GRADE AFFECTING ANY COMPONENT OF THE WORK CONTAINED IN THE CONTRACT DOCUMENTS PRIOR TO THE START OF ANY PHASE OF CONSTRUCTION. DISCREPANCIES, CONFLICTS OR POTENTIAL DEVIATIONS SHALL BE BROUGHT TO THE ATTENTION OF THE OWNERS REPRESENTATIVE IN WRITING WITHIN 48 HOURS OF DISCOVERY. NO CLAIM FOR EXPENSES INCURRED BY THE CONTRACTOR DUE TO SUCH CONDITIONS WILL BE AWARDED IF WRITTEN NOTIFICATION IS NOT PROVIDED PRIOR TO THE START OF ANY PHASE OF CONSTRUCTION
3. DO NOT TAKE ADVANTAGE OF ANY APPARENT ERROR OR OMISSION DISCOVERED IN THE CONTRACT DOCUMENTS. IMMEDIATELY NOTIFY THE OWNERS REPRESENTATIVE OF ANY SUCH DISCOVERY. THE OWNERS REPRESENTATIVE WILL PROVIDE DIRECTION REGARDING ANY CORRECTION OR INTERPRETATION NECESSARY TO REFLECT THE DESIGN INTENT OF THE CONTRACT DOCUMENTS.
4. ALL EXISTING SITE FACILITIES TO REMAIN SHALL BE PROTECTED FROM ANY DAMAGE THROUGHOUT ALL CONSTRUCTION PHASES. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO SAID FACILITIES THAT OCCURS DUE TO WORK PREFORMED BY THE CONTRACTOR CALLED FOR IN THE CONTRACT DOCUMENTS.
5. ALL WORK SHALL COMPLY WITH THE CODES, STANDARDS, REGULATIONS, REQUIREMENTS AND ORDINANCES OF ANY GOVERNMENTAL AGENCY HAVING JURISDICTION OVER THE WORK .THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO THE START OF CONSTRUCTION AND SCHEDULE ALL INSPECTIONS AND TESTING ACCORDING TO THE REQUIREMENTS OF SAID AGENCIES AND THE CONTRACT DOCUMENTS.
6. THE CONTRACTOR SHALL COORDINATE ALL WORK WITH RELATED CONTRACTORS AND WITH THE GENERAL CONSTRUCTION OF THE PROJECT SO AS NOT TO IMPEDE THE PROGRESS OF THE WORK OF OTHERS.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SAFETY OF THE PUBLIC AND ALL PERSONNEL ASSOCIATED WITH THE CONSTRUCTION OF THIS PROJECT. ALL SAFETY REGULATIONS REQUIRED BY APPLICABLE CODES, REGULATIONS, AND RECOGNIZED LOCAL PRACTICES SHALL BE ENFORCED DURING THE CONSTRUCTION AND/OR MAINTENANCE OF THIS PROJECT.
8. THE OWNERS REPRESENTATIVE SHALL HAVE THE RIGHT AT ANY STAGE OF THE OPERATION TO REJECT ALL WORK OR MATERIALS WHICH IN THEIR OPINION DO NOT MEET THE WITH THE REQUIREMENTS OF THE CONTRACT DOCUMENTS.
9. ALL REQUIRED SEDIMENT AND EROSION CONTROL MEASURES INSTALLED AS PART OF THIS PROJECT SHALL REMAIN IN PLACE AND SHALL BE MAINTAINED IN GOOD CONDITION UNTIL CONSTRUCTION IS COMPLETE. SEE THE CIVIL ENGINEERING CONTRACT DOCUMENTS FOR ADDITIONAL REQUIREMENTS.
10. THE CONTRACTOR SHALL REFER TO THE LANDSCAPE NOTES, SPECIFICATIONS, AND THE CONTRACT DOCUMENTS PREPARED BY OTHERS FOR ADDITIONAL REQUIREMENTS.

GENERAL NOTES

11. ALL RIGHT OF WAY AREAS IMPACTED BY CONSTRUCTION SHALL SHALL BE RESTORED TO LIKE NEW OR BETTER CONDITION.
12. THE RIGHT OF WAY SHALL BE KEPT FREE FROM DEBRIS, CONSTRUCTION MATERIALS, SILT, EQUIPMENT, AND ALL OTHER ASSOCIATED ITEMS AT ALL TIMES.
13. UTILITY INSPECTIONS MUST BE CALLED IN WITHIN 48 HOURS FROM BOARD REVIEW.

LAYOUT NOTES

1. ALL ONSITE PAVING DIMENSIONS ARE TO THE FACE OF CURB, WHERE APPLICABLE, UNLESS NOTED OTHERWISE.
2. ALL CURB RADII AND SIDEWALK RETURNS ARE 3' UNLESS NOTED OTHERWISE.
3. ALL PAVING AND EARTHWORK OPERATIONS SHALL CONFORM TO THE PROJECT GEOTECHNICAL REPORT AND CIVIL ENGINEERING CONTRACT DOCUMENTS.
4. BOUNDARY SURVEY: BOUNDARY SURVEY INFORMATION IS BASED ON THE BOUNDARY SURVEY PROVIDED BY BOB BUGGEE, INC THE 'SURVEYOR' DATED FEBRUARY 8, 2023. REFER TO THE BOUNDARY SURVEY AND PLAT TO VERIFY PROPERTY LINES AND EASEMENT LOCATIONS.
5. BUILDING DIMENSIONS: THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS TO VERIFY THE EXACT BUILDING DIMENSIONS
6. SEE CIVIL ENGINEERING PLANS FOR PROPOSED PAVING, GRADING, DRAINAGE, AND UTILITY IMPROVEMENTS.

PRIVATE ROADWAY MAINTENANCE

1. DIAMOND LANE IS A PRIVATE ROAD OWNED AND MAINTAINED BY THE PROPERTIES DESCRIBED IN THE 'CONFORMATION OF EASEMENT AND MAINTENANCE AGREEMENT' DATED DECEMBER 22, 1988 AS RECORDED IN THE PALM BEACH COUNTY OFFICIAL RECORD BOOK 5912, PAGE 1764,

Village of Palm Springs Site Data Table

Application Name	Iglesia De Cristo Misionera		
Property Control Number(s) (PCN)	70-42-44-24-01-000-0010		
Gross Site Area	2.07 ac (90,156 sf)		
	Existing	**Proposed**	**Required**
Future Land Use Designation	Low Density Residential	Low Density Residential	
Zoning District	Residential Single Family (RS)	Residential Single Family (RS)	
Uses	Residential	Place of Worship & Residential	
Building Area	2,228 sf	5,372 sf	
Minimum Lot Area	90,156 sf	90,156 sf	6,500 sf
Minimum Lot Width (Corner)	210'	210'	95'
Minimum Lot Frontage	210'	210'	65'
Minimum Lot Depth	429.3'	429.3'	100'
Maximum Lot Coverage	2.5% (2,283 sf)	5.9% (5,372 sf)	45% (40,570 sf)
Front Setback (North)	21.5'	21.5'	25'
Rear Setback (South)	376.1'	272.5'	12.5'
Side Interior Setback (West)	30.6'	30.6'	7.5'
Side Corner Setback (East)	114.1'	87.7'	25'
Maximum Building Height	1-Story	1-Story / 25'	2-Stories or 25'
Maximum Impervious/Semi Pervious Area	7% (6,307 sf)	28% (25,052 sf)	60% (54,094 sf)
Open Space	93% (83,849 sf)	72% (65,104 sf)	25% (22,539 sf)
Landscape Buffers			
North	21.5'	19.4'	10'
West	30.6'	5' & 10'	5' & 10'
South	15'	15'	15'
East	10' & 15'	10' & 15'	10' & 15'
Parking	0 Spaces	41 Spaces	Assembly: One space per 4 seats (140 seats/4) = 35 spaces Office: One space per 200sf (787 sf / 200) = 4 spaces Single Family Residence = 2 spaces 41 spaces total

SCALE: 1" = 20'

Know what's below. Call before you dig.

JESSAMINE DESIGN BUILD
5427 OAK TERRACE DRIVE
ORLANDO, FL 32839
(508) 736-6897

IGLESIA DE CRISTO MISIONERA

4340 DIAMOND RD
PALM SPRINGS, FL

Sheet Title: SITE PLAN

Revision Dates

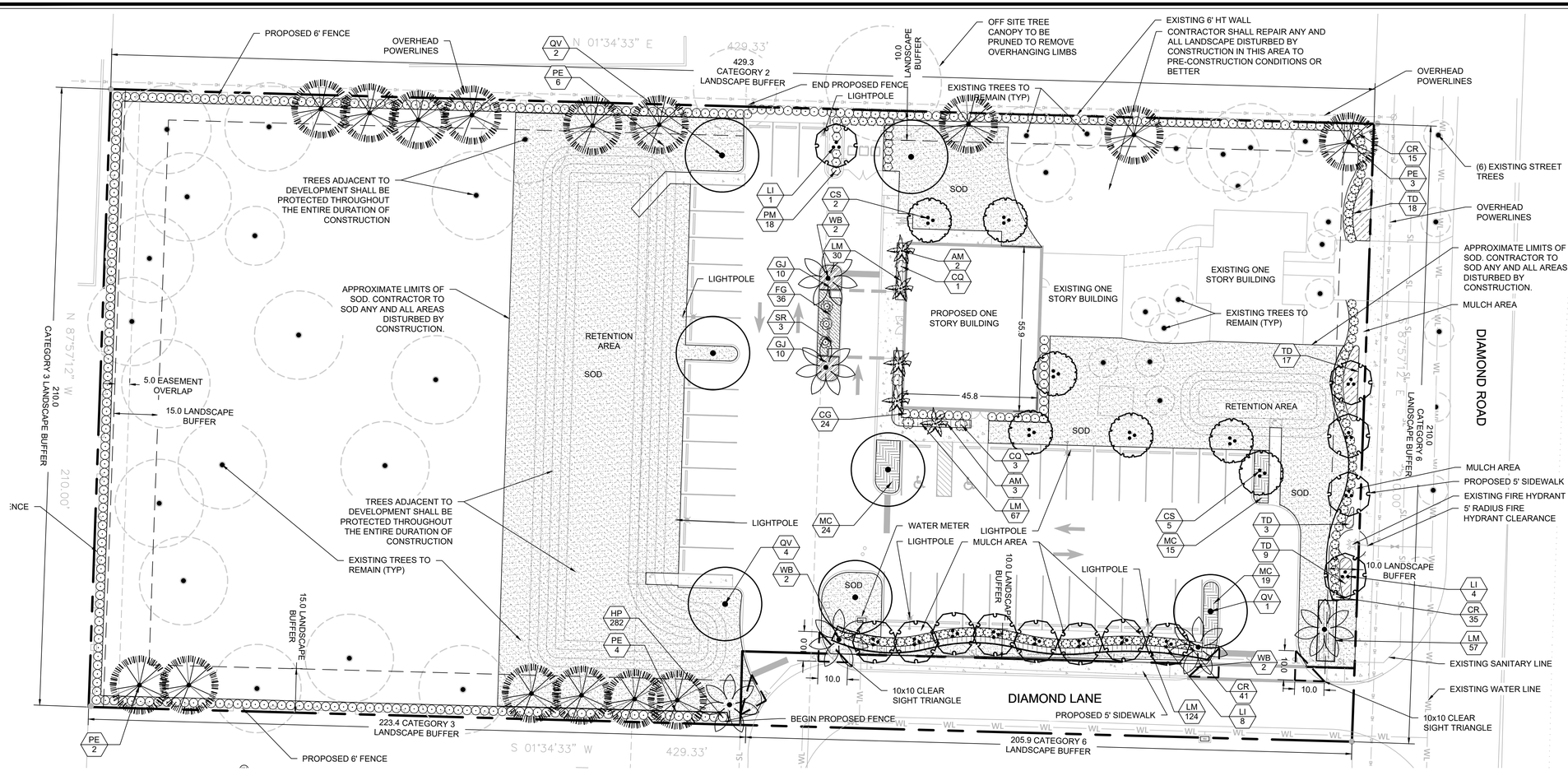
Date: 4/15/2025

Sheet Number: SP-1

Seal

STEPHEN M FECCIA, PLA
LA 0667289

C:\USERS\STEVE\DROPBOX\STEVE FECCIA\MY DOCUMENTS\JESSAMINE DB\PROJECTS\JUAN I GONZALEZ CORP\DIAMOND RD CHURCH\CAD\SP-1 SITE PLAN.DWG 4/28/25 by STEVE



VILLAGE OF PALM SPRINGS LANDSCAPE CODE COMPLIANCE CHART

	REQUIRED	PROVIDED
TOTAL AREA: 90,156 SF (2.07 AC) **ZONING: LDR - LOW DENSITY RESIDENTIAL**		
34-161(b)(1) **ONE TREE SHALL BE PLANTED OR PRESERVED FOR EVERY 1,500 SF OF PARCEL USED FOR NON-RESIDENTIAL PURPOSES** **90,156 / 1,500 = 60 TREES**	**60 TREES**	**42 PRESERVED** **38 PROPOSED** **80 TOTAL**
34-161(c)(1) **OFF STREET PARKING SHALL INCLUDE 20 SF OF LANDSCAPE AREA FOR EVERY PARKING SPACE** **42 SPACES x 200 SF = 8,400 SF**	**8,400 SF**	**16,936 SF**
34-162 - BUFFERS **NORTH - CATEGORY 6** **10'W WITH 1 TREE PER 20LF + 2-TIERED HEDGE** **210 LF / 20 = 10 TREES**	**NORTH: 10'W + 10 TREES + 2-TIERED HEDGE**	**NORTH: 10'W' + 10 TREES (6 EXIST + 4 PROP) + 2-TIERED HEDGE**
EAST - CATEGORY 3 **15'W WITH 1 TREE PER 20LF + FENCE + HEDGE** **223 LF / 20 = 11 TREES**	**EAST (CATEGORY 3): 15'W + 11 TREES + FENCE + HEDGE**	**EAST (CATEGORY 3): 15'W + 11 TREES (4 EXIST + 7 PROP) + FENCE + HEDGE**
EAST - CATEGORY 6 **10'W WITH 1 TREE PER 20LF + 2-TIERED HEDGE** **206 LF / 20 = 10 TREES**	**EAST (CATEGORY 6): 10'W + 10 TREES + 2-TIERED HEDGE**	**EAST (CATEGORY 6): 10' + 10 TREES + 2-TIERED HEDGE**
SOUTH - CATEGORY 3 **15'W WITH 1 TREE PER 20LF + FENCE + HEDGE** **210 LF / 20 = 10 TREES**	**SOUTH: 15'W + 10 TREES + FENCE + HEDGE**	**SOUTH: 15'W+ 10 EXIST TREES + FENCE + HEDGE**
WEST - CATEGORY 2 **10'W WITH 1 TREE PER 20LF + FENCE + HEDGE** **429 LF / 20 = 22 TREES**	**WEST: 10'W + 22 TREES + FENCE + HEDGE**	**WEST: 10'W + 10 TREES (11 EXIST + 9 PROP) + FENCE + HEDGE**
34-164(a) **AT LEAST 25% OF THE BUILDING FACADE FACING THE STREET SHALL BE PLANTED WITH ON TREE EVERY 30LF** **102LF x 25% = 25LF /30 = 1 TREE**	**1 TREE**	**2 TREES**
34-185(b) **PALMS SHALL CONTRIBUTE NO MORE THAN 50% OF THE REQUIRED TREES** **60 x 50% = MAX 30 PALMS**	**MAX 30 PALMS**	**11 PALMS**
34-186 **MIN 50% OF ALL TREES SHALL BE NATIVE SPECIES** **46 x 50% = 23 TREES**	**23 TREES**	**29 TREES**

PLANTING NOTES

1. PRIOR TO INSTALLATION OF PLANT MATERIAL, CONTRACTOR SHALL VERIFY THAT THE FINISHED GRADES IN ALL AREAS WHERE PLANT MATERIALS ARE TO BE INSTALLED CONFORMED TO THE PROPOSED GRADES NOTED ON THE GRADING PLAN.
2. PLANT MATERIAL SHALL BE IRRIGATED BY AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM, WHICH SHALL BE INSTALLED AND OPERATIONAL PRIOR TO PLANTING. TREES MAY BE INSTALLED PRIOR TO THE INSTALLATION OF IRRIGATION, PROVIDED THAT A HAND WATERING SCHEDULE IS SUBMITTED AND APPROVED BY THE OWNERS REPRESENTATIVE.
3. CONTRACTOR SHALL CONFIRM THAT ALL ORGANICS, SOD, WEEDS, ROOTS, AND DEBRIS SHALL BE REMOVED TO A DEPTH OF 12" FROM ALL AREAS WHERE PLANT MATERIAL IS TO BE INSTALLED.
4. CONTRACTOR SHALL PAINT THE OUTLINE OF EACH SHRUBS BED AND STAKE THE LOCATION OF ALL TREES FOR APPROVAL BY THE OWNERS REPRESENTATIVE.
5. REFER TO PLANTING DETAILS AND SPECIFICATIONS FOR ADDITIONAL INSTRUCTIONS.
6. QUANTITIES SHOWN ON THE PLANTING SCHEDULE ARE FOR CONVENIENCE ONLY. SHOULD A CONFLICT EXISTING BETWEEN THE PLAN AND SCHEDULE, THE PLAN SHALL TAKE PRECEDENCE. CONTRACTOR SHALL BRING ANY CONFLICT TO THE ATTENTION OF THE OWNER AND LANDSCAPE ARCHITECT.
7. SHOULD CONTRACTOR NOTICE AN ERROR ON THESE PLANS, THEY SHOULD IMMEDIATELY BRING IT TO THE ATTENTION OF THE OWNERS REPRESENTATIVE AND THE LANDSCAPE ARCHITECT.

PLANT SCHEDULE

	CODE	QTY	BOTANICAL NAME	COMMON NAME	CAL	CONT	SIZE
TREES							
(N)	CS	7	Conocarpus erectus f. sericeus Triple Trunk. Min 2.5" cal total	Silver Buttonwood	Multi Trunk	Cont.	12` HT
	LI	13	Lagerstroemia indica 'Natchez' Triple Trunk. Min 2.5" cal total	Natchez Crape Myrtle	Multi Trunk	Cont.	12` HT
(N)	PE	15	Pinus elliottii	Slash Pine	2" Cal	Cont.	12`HT x 4`SPR
(N)	QV	7	Quercus virginiana	Southern Live Oak	2" Cal	Cont.	12`HT x 4`SPR
PALM TREES							
	AM	5	Adonidia merrillii Double. Orient trunks parallel to building	Christmas Palm	N/A	Cont.	8`HT
	WB	6	Wodyetia bifurcata	Foxtail Palm	N/A	B&B	10` CT
	CODE	QTY	BOTANICAL NAME	COMMON NAME	CONT	SIZE	SPACING
SHRUBS							
(N)	CR	91	Chrysobalanus icaco 'Red Tip'	Red Tip Coco Plum	3-gal	24x24	36" OC
(N)	CG	24	Clusia guttifera	Small Leaf Clusia	3-gal	24x24	36" OC
	CQ	4	Crinum augustum 'Queen Emma'	Queen Emma Crinum Lily	7-gal	36" HT	As Shown
(N)	HP	282	Hamelia patens 'Compacta'	Dwarf Firebush	3-gal	24x24	36" OC
	PM	18	Podocarpus macrophyllus	Yew Podocarpus	7-gal	36" HT	36" OC
	SR	3	Strelitzia reginae Min 5PPP	Orange Bird Of Paradise	7-gal	36" HT	As Shown
SHRUB AREAS							
	FG	36	Ficus microcarpa 'Green Island'	Green Island Ficus	3-gal	12x12	24" OC
	GJ	20	Gardenia jasminoides	Gardenia	3-gal	24x24	30" OC
(N)	MC	58	Muhlenbergia capillaris	Pink Muhly Grass	3-gal	24" HT	30" OC
(N)	TD	47	Tripsacum dactyloides nana	Dwarf Fakahatchee Grass	3-gal	24" HT	30" OC
GROUND COVERS							
	LM	278	Liriope muscari ' Emerald Goddess'	Emerald Goddess Liriope	1-gal	8" HT	18" OC
	SOD	± 20,442 sf	Stenotaphrum secundatum `Floratam`	Floratam St. Augustine Grass	Sod		

(N) NATIVE

0 10 20 40
SCALE: 1" = 20'

Know what's below. Call before you dig.

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ORLANDO, FL 32839
(508) 736-6897

IGLESIA DE CRISTO MISIONERA

4340 DIAMOND RD
PALM SPRINGS, FL

Sheet Title: LANDSCAPE PLAN

Revision Dates

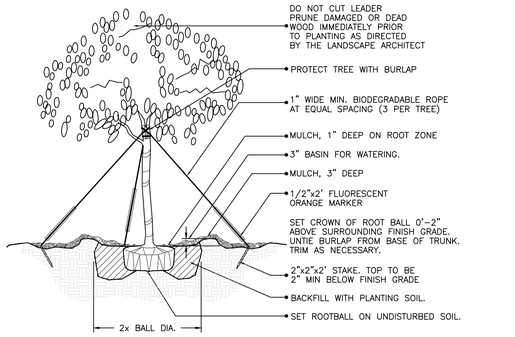
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Sheet Number: L-2

Seal

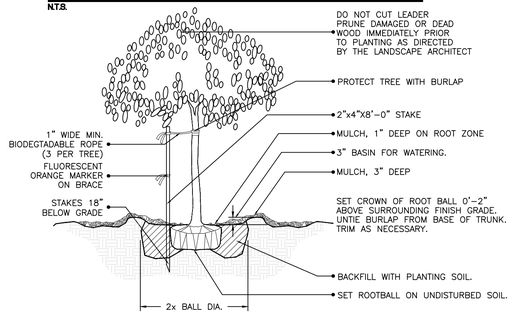
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C:\USERS\STEVE\DROPBOX\STEVE FECCIA\MY DOCUMENTS\JESSAMINE DB\PROJECTS\JUAN I GONZALEZ-CORP\DIAMOND RD \CHURCH\CAD\L-2 LANDSCAPE PLAN.DWG 24/01 by STEVE



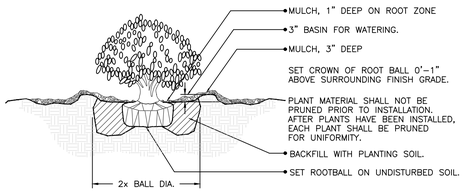
(2" cal. and over)
LARGE TREE PLANTING DETAIL

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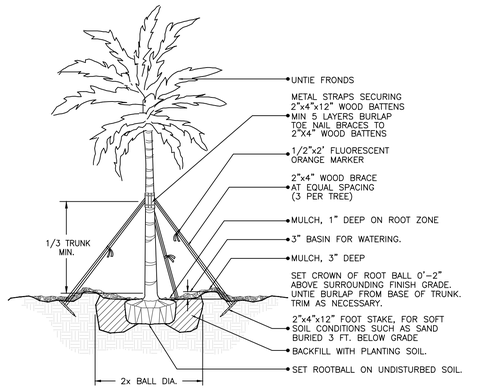
(2" cal. and under)
SMALL TREE PLANTING DETAIL

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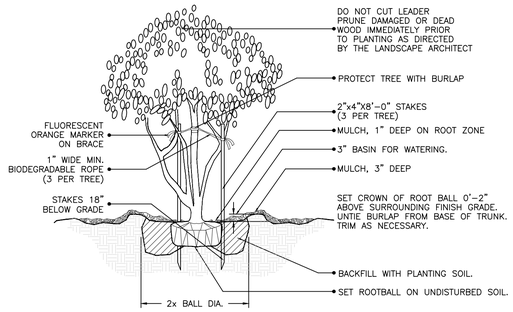
SHRUB PLANTING DETAIL

N.T.S.



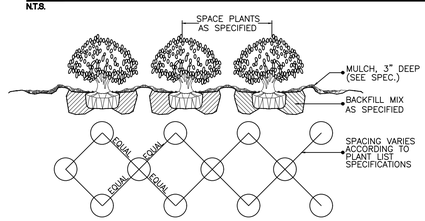
LARGE PALM PLANTING DETAIL

N.T.S.



MULTI- TRUNK AND SMALL TREE
(2" cal. and under) PLANTING DETAIL

N.T.S.



SHRUB / GROUNDCOVER
SPACING / PLANTING DETAIL

N.T.S.

GENERAL NOTES:

1. PLANT MATERIAL: All plant material shall be Florida #1 or better as established by "Grades and Standards for Nursery Plants" of the state of Florida, Department of Agriculture.

2. All trees, shrubs and groundcovers shall be of the sizes as specified in the Plant List.

3. Quantities listed on the the Plant List are for estimating purposes. Contractor shall verify all quantities. Mulch, topsoil, fertilizer, etc. shall be included in the unit cost of the plants.

4. Where there is a discrepancy either in quantities, plant names, sizes or specifications between the plan or plant list, the plan takes precedence.

5. All planting beds and water basins for trees shall be covered with a 3" minimum depth of shredded eucalyptus or florimulch grade 'B' or better.

6. The Planting Plan shall be installed in compliance with all existing codes and applicable deed restrictions.

7. SOD: All areas not used for buildings, vehicular use areas, walks or planting beds shall be grassed. Grassing shall extend to any abutting street pavement edge and to the mean waterline of any abutting canal, lake or waterway.

8. PLANTING SOIL: All trees and shrubs shall be planted with a minimum of 12" topsoil around and beneath the rootball. Minimum topsoil shall be 6" for groundcover areas and 2" for sodded grass areas.

9. Planting soil to be a weed-free mixture of 50% sand, 40% muck, and 10% Canadian peat. All plant material to receive planting soil as per details.

10. Contractor is responsible for determining all utility locations and installing facilities so as to not conflict. All damage to existing utilities or improvements caused by Contractor shall be repaired at no additional cost to the Owner.

11. Contractor to notify "Sunshine State One Call of Florida, Inc." at 1-800-432-4770 Two Full Business Days prior to digging for underground utility locations.

12. Contractor shall be responsible for providing final grading of all associated planting areas.

13. After final grade, area to be raked to 6" depth and all rock and foreign inorganic materials removed and disposed of properly off-site.

14. All planting holes to be hand dug except where machine dug holes will not adversely affect or damage utilities or improvements (see note 8).

15. No plunging of any tree or palm will be accepted. All plants to be planted at the nursery grade or slightly higher.

16. Contractor shall stake & guy all trees and palms at time of planting as per the appropriate detail. Contractor is responsible for the maintenance and/or repair of all staking and guying during warranty period and removal & disposal of staking after establishment period.

17. Fertilizer for grass areas shall be NPK 16-4-8 @ 12.5 lbs/1000 s.f. or 545 lbs/acre. Nitrogen 50% slow release form & fertilizer to include secondary micronutrients.

18. SUBSTITUTIONS AND CHANGES: All substitutions and changes shall be approved in writing prior to installation. Any discrepancies between plans, site and specifications shall be brought to the immediate attention of the Landscape Architect, the owner and governing municipality.

19. WATERING: All plant material shall be watered in at time of planting in accordance with standard nursery practices. In addition, Contractor will continue watering of plant material until substantial completion and as needed thereafter for a period of 2 months.

20. All new plant material shall be guaranteed for 1 year from time of final acceptance of project. Any plant material not in a healthy growing condition will be replaced by the Contractor at no additional cost to the Owner within 10 days of notification. For all replacement plant material, the warranty period shall be extended an additional 45 days beyond the original warranty period. All trees that lean or are blown over, caused by winds less than 75 mph, will be re-set and braced by the Contractor at no additional cost to the Owner.

21. The successful bidder shall furnish to the Owner a unit price breakdown for all materials. The Owner may, at its discretion, add or delete from the materials utilizing the unit price breakdown submitted.

22. No plant material will be accepted showing evidence of cable, chain marks, equipment scars, or otherwise damaged.

23. Plant material will not be accepted when the ball of earth surrounding its roots has been cracked, broken or otherwise damaged.

24. Root-prune all trees a minimum of (8) weeks prior to planting.

25. All landscaped areas will be irrigated by an underground, automatic, rust-free irrigation system providing 100% coverage and 100% spray overlap. The system shall be maintained in good working order and designed to minimize water on impervious services and not overspray walkways. A rain sensor device shall be installed to override the irrigation cycle of the system when adequate rainfall has occurred.

26. All plant material planted within the sight distance triangle areas (see plan) shall provide unobstructed cross-visibility at a horizontal level between 30 inches and 8 feet above adjacent street grade.

27. No canopy trees shall be planted within 12 feet of a light pole. No palm species shall be planted within 6 feet of a light pole.

28. Ground cover plantings shall provide not less than 50 percent coverage immediately upon planting and 100 percent coverage within 6 months after planting.

29. Tree protection barricades shall be provided by Landscape Contractor around existing trees that may be impacted by the proposed construction. Prior to any construction a tree protection barricade inspection shall be conducted by the landscape architect, owner or governing municipality. Refer to landscape detail for tree preservation barricade fencing.

30. In all pedestrian areas, all trees and palms shall be maintained to allow for clear passage at an 8 foot clear trunk.

31. All landscape material shall be setback a minimum of 5' from any Fire Hydrant.

32. The contractor shall ensure adequate vertical drainage in all plant beds and planters. If inadequate vertical drainage is encountered, the contractor shall submit recommendations for providing adequate drainage to the owner's representative.

33. MULCH shall be provided in all shrub areas and around trees as shown in details on this sheet at a minimum 3" thick. Mulch shall be sustainability sourced Eucalyptus or Melaleuca. Avoid 'volcano' mulching where mulch is piled up against the tree trunk. 3' diameter mulch ring to be provided around trees in sod areas.

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ORLANDO, FL 32839
(508) 736-6897

IGLESIA DE CRISTO MISIONERA

4340 DIAMOND RD
PALM SPRINGS, FL

Sheet Title
LANDSCAPE DETAILS

Revision Dates

Date
12/19/2024

Sheet Number
L-3

Seal

STEPHEN M FECCIA, PLA
LA 6667289

811 Know what's below. Call before you dig.

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IGLESIA DE CRISTO MISIONERA

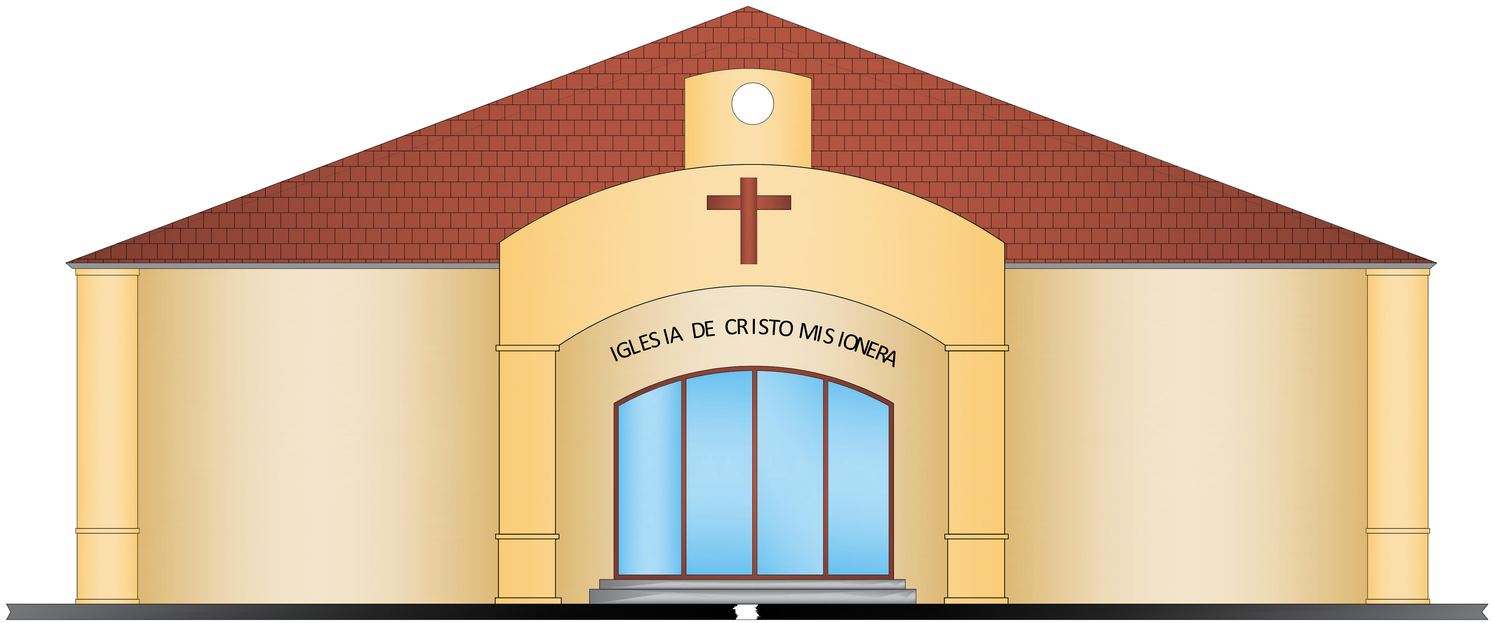
4030 DIAMOND ROAD PALM BEACH COUNTY FL,
LAKE WORTH, FL, 33451

INDEX OF DRAWINGS

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GENERAL NOTES ---------- A – 1
PLAN VIEW ---------- A – 2
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ROOF FRAMING ---------- A – 5
PROPOSED SAFETY PLAN ---------- SP – 1
PLUMBING GENERAL NOTES ---------- P – 1
PLUMBING FLOOR PLAN ---------- P – 2
HVAC GENERAL NOTES ---------- M – 1
HVAC FLOOR PLAN ---------- M – 2
HVAC DETAILS ---------- M – 3
HVAC SCHEDULE AND DETAILS ---------- M – 4
SITE PLAN ---------- S – 1
SURVEY PLAN ---------- S – 2

SPECIFICATIONS

BUILDING CODE IN EFFECT: FLORIDA BUILDING CODE 2020 7TH EDITION \
FIRE CODE IN EFFECT: FLORIDA FIRE PREVENTION CODE 2017
LIFE / SAFTY : NFPA 1, NFPA101, 2014 EDITION
LEVEL OF ALTERATION: III
METHOD OF COMPLIANCE: WORK
AREA OF UNIT: 3,144 SQ FT
TYPE OF CONSTRUCTION: IIIA



C-1
-
COVER PAGE

SEAL:

JUAN I. GONZALEZ CORP
Consulting * Design * Project Management
Construction * Land Planning
Telephone: (561) 704 – 3042
Email: jigs306@yahoo.com

IGLESIA DE CRISTO MISIONERA
PALM BEACH COUNTY,FL
4030 DIAMOND ROAD
LAKE WORTH, FL 33461

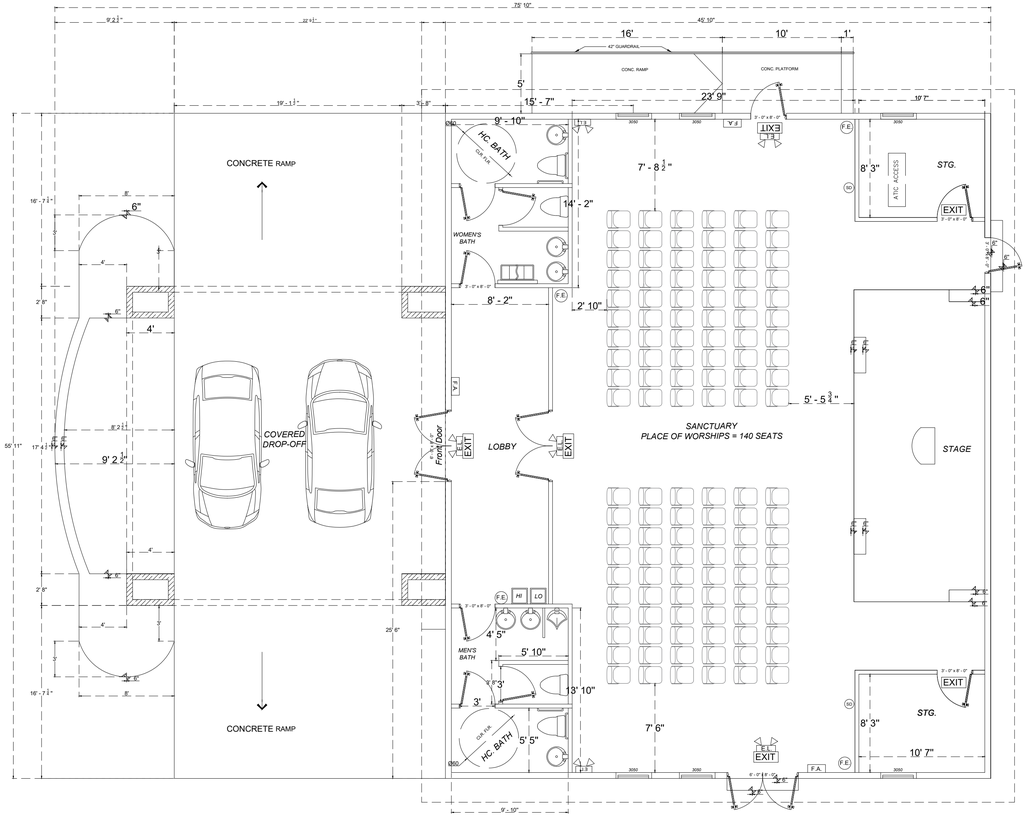
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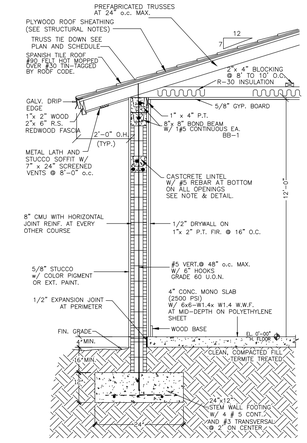
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PLAN VIEW

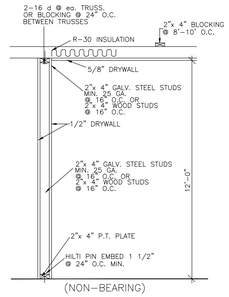
SCALE: 3/16" = 1' - 0"

TOTAL AREA
A/C AREA ---------- 5088.00 SQFT
DROP-OFF AREA --- 608.00 SQFT
TOTAL AREA ------ 5696.00 SQFT



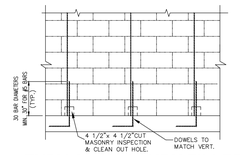
TYPICAL WALL SECTION

N.T.S.



INTERIOR WALL DETAIL

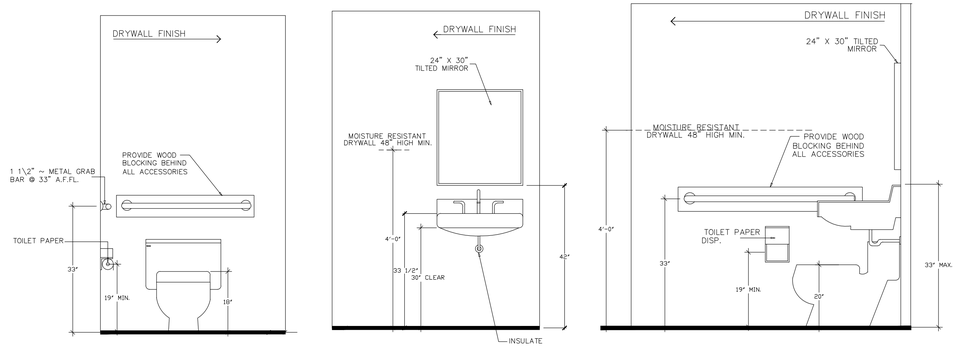
SCALE: N.T.S



TYPICAL MASONRY FILLED CELL DETAIL

SCALE: N.T.S.

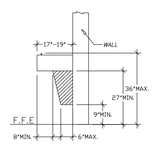
TOTAL AREA	
A/C AREA	2536 SQFT
DROP-OFF AREA	608 SQFT
TOTAL AREA	3144 SQFT



disable bath (toilet) — SCALE: N.T.S

disable bath (lavatory) — SCALE: N.T.S

disable bath — SCALE: N.T.S



NOTE: EQUIPMENT PERMITTED IN SHADED AREA

DRINKING FOUNTAIN AND WATER COOLER

DETAIL "G"

N.T.S.

GLAZING NOTE:
PROVIDE APPROVED HURRICANE PANELS OR IMPACT RATED GLASS. SUBMIT PRODUCT APPROVALS TO E.O.R. & BLDG. DEPT. FOR APPROVAL

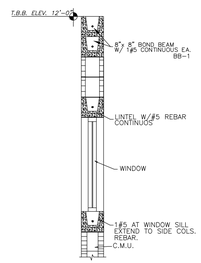
BUCK NOTE:
INSTALL DOORS AND WINDOWS PER MANUFACTURER'S RECOMMENDED INSTALLATION INSTRUCTIONS. (SEE PRODUCT APPROVAL). ALL IMPACT RESISTANT WINDOWS AND DOORS SHALL REQUIRE A 2x BUCK PER CODE.

LEGEND
- NEW 8" C.M.U. WALL
- NEW 4" INTERIOR WALL (GALV. STEEL STUDS)

WINDOW SCHEDULE

MARK	TYPE	CALL NAME	SIZE W	SIZE H	SIZE T	MATERIAL	REMARKS
1	PICTURE WINDOW	2030	24"	36"	–	ALUMINUM/GLASS	N-1
2	PICTURE WINDOW	3050	36"	60"	–	ALUMINUM/GLASS	N-1

NOTE:
1– IMPACT RESISTANT
2– EGRESS TYPE
3– HANDICAP ACCESS AND HARDWARE



WINDOW SILL DETAIL

N.T.S.

CODES FOR THIS PROJECT:	PROJECT DATA AT THIS TENANT:	CHURCH.
2020 7th. EDITION. F.B.C	USE & OCCUPANCY:	A/C 5088 SQFT (GROUP A-2 – NORMAL HAZARD)
2020 7th. FLORIDA BUILDING CODE LEVEL ALTERATIONS III	CONSTRUCTION TYPE:	TYPE V B, NOT SPRINKLED (PER TABLE 503)
2020 7th. FBC PLUMB. CODE W/ REVISIONS & AMENDMENTS	OCCUPANT LOAD:	(1 PERSON SQFT) = 5088 SQFT/17 SQFT.=282 PERSONS (PER TABLE 1004.1.1)
NFPA 101, LIFE SAFETY CODE 2021 EDITION.	MIN. # OF EXITS:	3 (TWO REQUIRED PER TABLE 1019.1)
	MAXIMUM DEAD END:	50 FEET PER 1017.3
	MAXIMUM TRAVEL:	200 FEET PER TABLE 1016.1
	No. OF FLOORS:	1
	GENERAL HEIGHT & AREA LIMITATIONS:	GROUP A-2 1/6000 PER TABLE 503

SEAL:

JUAN I. GONZALEZ CORP
Consulting * Design * Project Management
Construction * Land Planning
Telephone: (561) 704 – 3042
Email: jigi3006@yahoo.com

IGLESIA DE CRISTO MISIONERA
PALM BEACH COUNTY,FL
4030 DIAMOND ROAD
LAKE WORTH, FL 33461

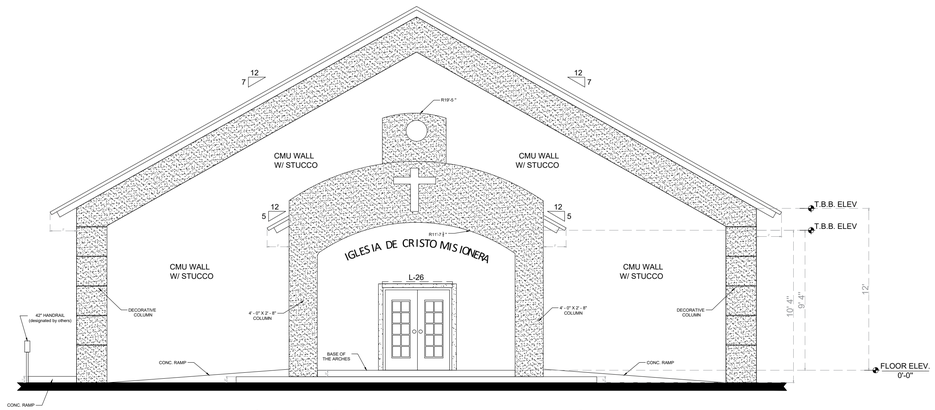
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PROJECT NUMBER:
PLAN VIEW

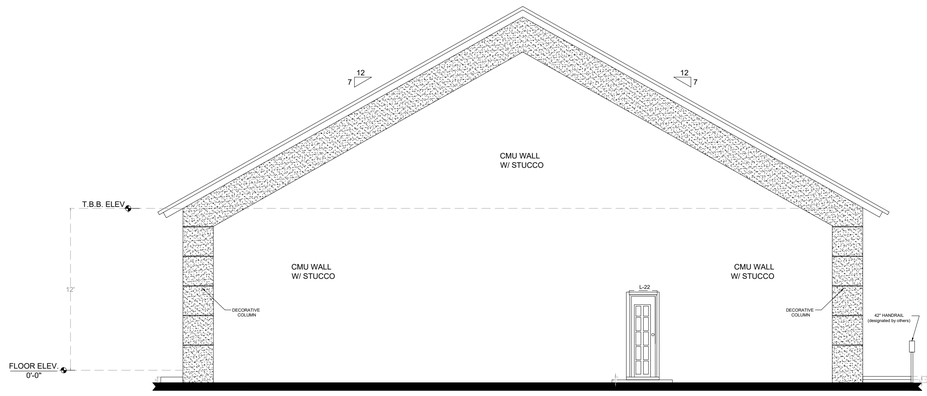
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SHEET NUMBER:
A - 2



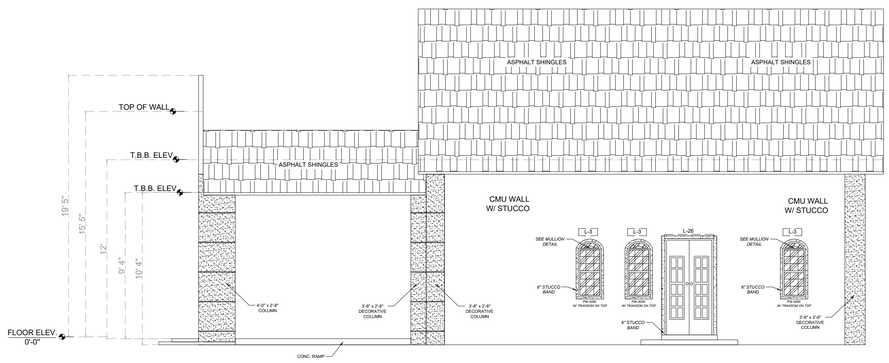
NORTH ELEVATION

SCALE: 3/16" = 1' - 0"



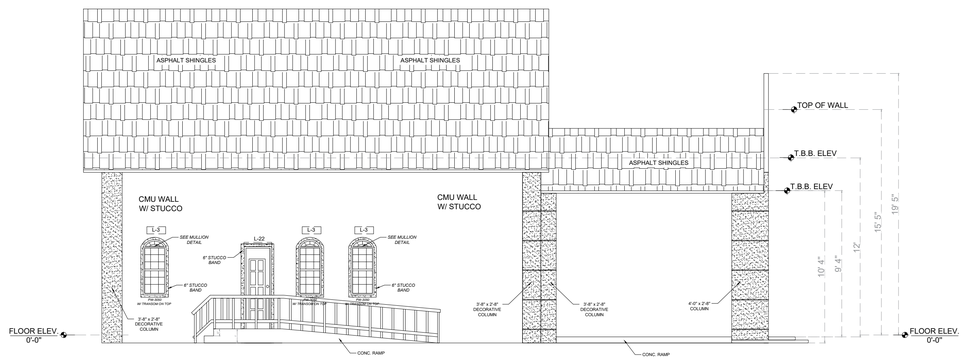
SOUTH ELEVATION

SCALE: 3/16" = 1' - 0"



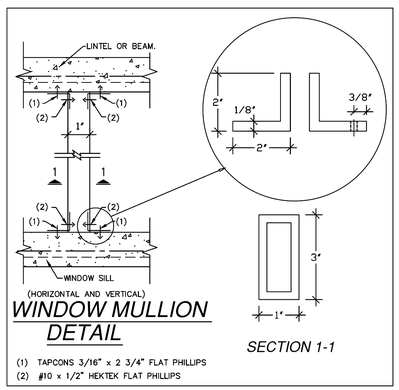
WEST ELEVATION

SCALE: 3/16" = 1' - 0"



EAST ELEVATION

SCALE: 3/16" = 1' - 0"



DESIGN PARAMETERS:

F.B.C. 2020 7th. ed. CHAPTER RESIDENCIAL CODE
ASCE 7–10
BASIC WIND SPEED 170 MPH
WIND EXPOSURE CLASSIFICATION 'D'
IMPORTANCE FACTOR 1.0
DESIGN AS:
1. ENCLOSED X
2. PARTIALLY ENCLOSED
3. IF USED SUPPLY APPLICABLE INTERNAL PRESSURE COEFFICIENT +0.18/ −0.18
MEAN ROOF HEIGHT – 30' MAX.
ROOF LIVE LOAD – 10PSF
TOP CHORD DEAD LOAD – 20 PSF
BOTTOM CHORD DEAD LOAD – 30 PSF
BASIC VELOCITY PRESSURE – 30 PSF
MIN. SOIL BEARING PRESSURE – 2500 PSF
A CONTINUOS LOAD PATH PROVIDED – YES

CODES FOR REFERENCE

2020 7th. edition FLORIDA BUILDING CODE
(ALL LOCAL AND STATE AMENDMENTS)

SEAL:

JUAN I. GONZALEZ CORP
Consulting * Design * Project Management
Construction * Land Planning
Telephone: (561) 704 – 5042
Email: jig3684@yahoo.com

IGLESIA DE CRISTO MISIONERA
PALM BEACH COUNTY,FL
4030 DIAMOND ROAD
LAKE WORTH, FL 33461

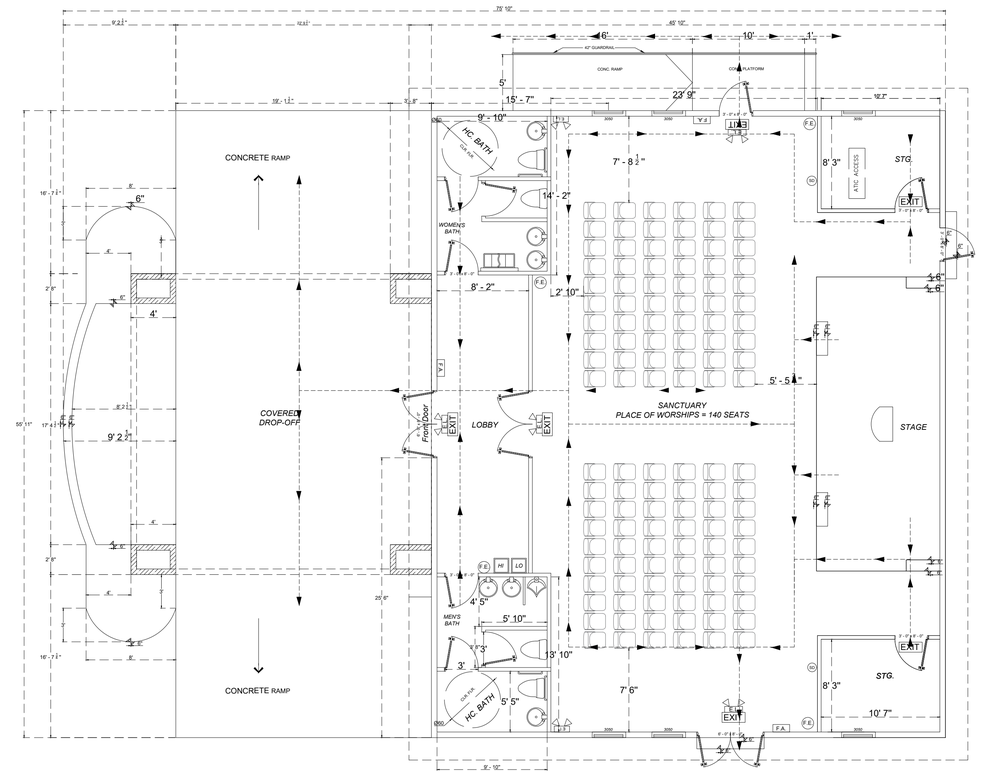
PROJECT HISTORY:
- REV:
- REV:
- REV:
- REV:
- REV:
- REV:
- REV:

DATE:

PROJECT NUMBER:
ELEVATION PLAN

TITLE:

SHEET NUMBER:
A - 3



SAFETY PLAN

SCALE: 3/16" = 1' - 0"

LIFE SAFETY PLAN SYMBOL LEGEND	
	EMERGENCY FIRE EXIT ROUTE
E.L.	EMERGENCY LIGHTS W/BATT. BACKUP
EXIT	EXIT SIGN W/ LIGHT
E.L. EXIT	EM COMBO
SD	SMOKE/CARBON DIOXIDE DETECTOR
F.A.	FIRE ALARM
F.E.	FIRE EXTINGUISHER

TOTAL AREA	
A/C AREA	2536 SQFT
DROP-OFF AREA	608 SQFT
TOTAL AREA	3144 SQFT

SEAL:

JUAN I. GONZALEZ CORP
Consulting * Design * Project Management
Construction * Land Planning
Telephone: (561) 704 – 5042
Email: jigi3004@yahoo.com

IGLESIA DE CRISTO MISIONERA
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LAKE WORTH, FL 33461

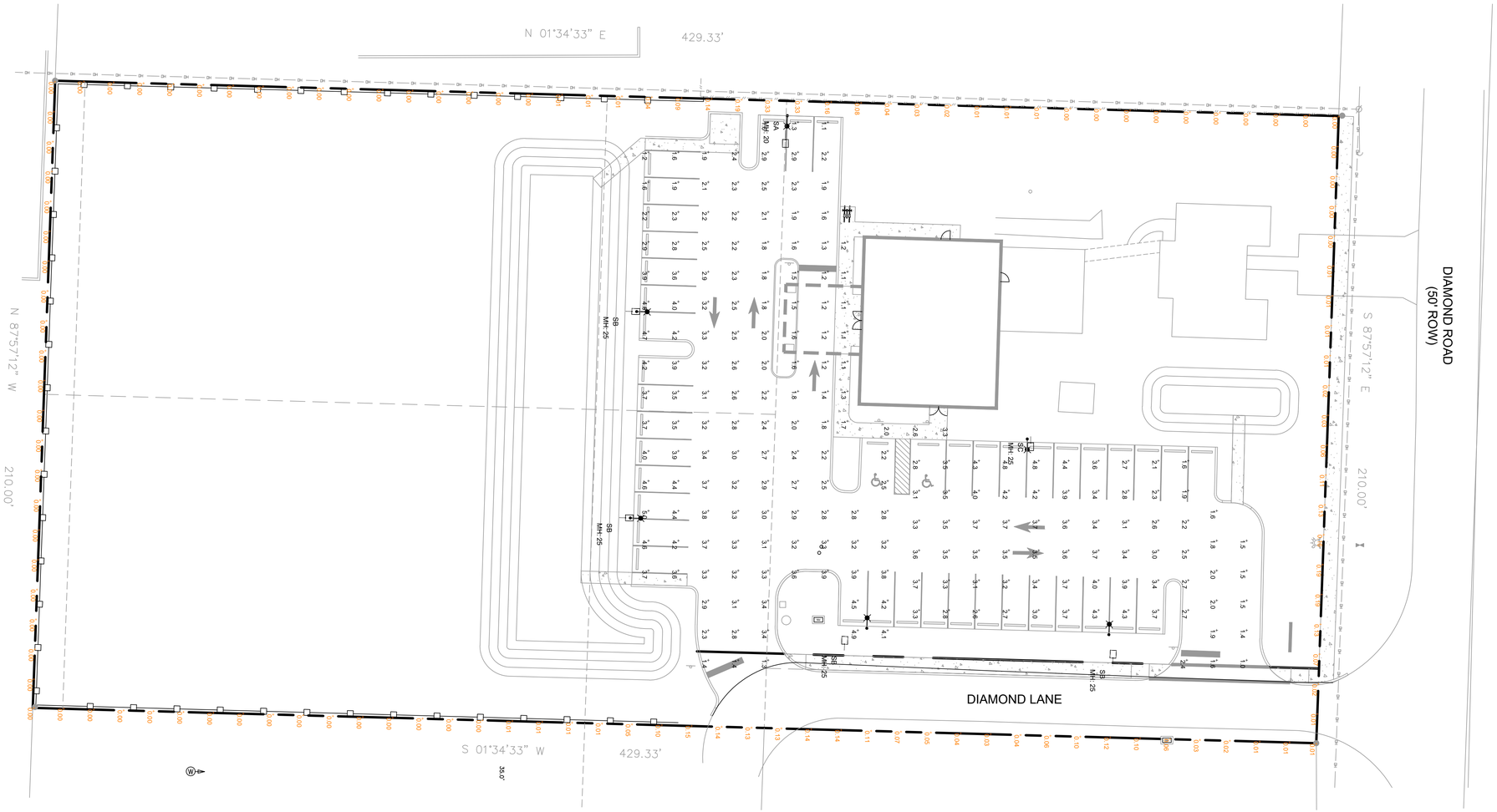
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- REV:
- REV:
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- REV:
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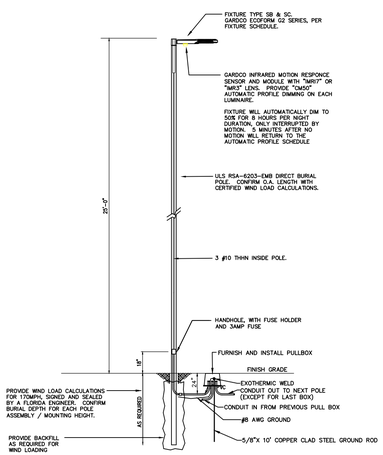
DATE:

PROJECT NUMBER:
SAFETY PLAN

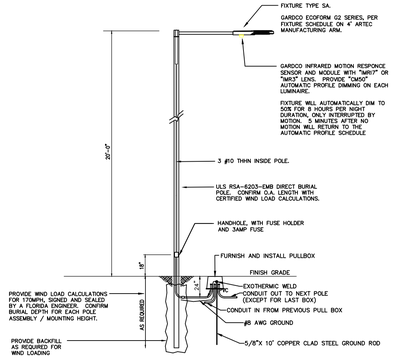
TITLE:

SHEET NUMBER:
SP-1





LIGHT POLE DETAIL (SB & SC))
N.T.S.



LIGHT POLE DETAIL (SA)
N.T.S.

Luminaire Schedule

Project: DIAMOND STREET CHURCH SITE 10-04-2023

Symbol	Qty	Label	[MANUFAC]	Description	Arr. Lum. Lumens	LLF	Lum. Watts	Total Watts
	1	SA	Gardco	ECF-S-32L-530-NW-G2-4-HIS POLE MOUNT 20' AFG ON 4' ARM	6048	0.950	55.7	55.7
	4	SB	Gardco	ECF-S-48L-1A-NW-G2-4-HIS POLE MOUNT 25' AFG	16372	0.950	158.7	634.8
	1	SC	Gardco	ECF-S-48L-1A-NW-G2-3-HIS POLE MOUNT 25' AFG	15899	0.950	158.7	158.7

Calculation Summary

Project: DIAMOND STREET CHURCH SITE 10-04-2023

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
PROPERTY LINE 6' AFG	Illuminance	Fc	0.04	0.33	0.00	N.A.	N.A.
SITE & PARKING_Planar	Illuminance	Fc	2.92	5.0	1.0	2.92	5.00

0 10 20 40
SCALE: 1" = 20'

811 Know what's below. Call before you dig.

JESSAMINE
DESIGN BUILD
5427 OAK TERRACE DRIVE
ORLANDO, FL 32839
(508) 736-6897

IGLESIA DE CRISTO MISIONERA

4340 DIAMOND RD
PALM SPRINGS, FL

Sheet Title
PHOTOMETRIC PLAN

Revision Dates

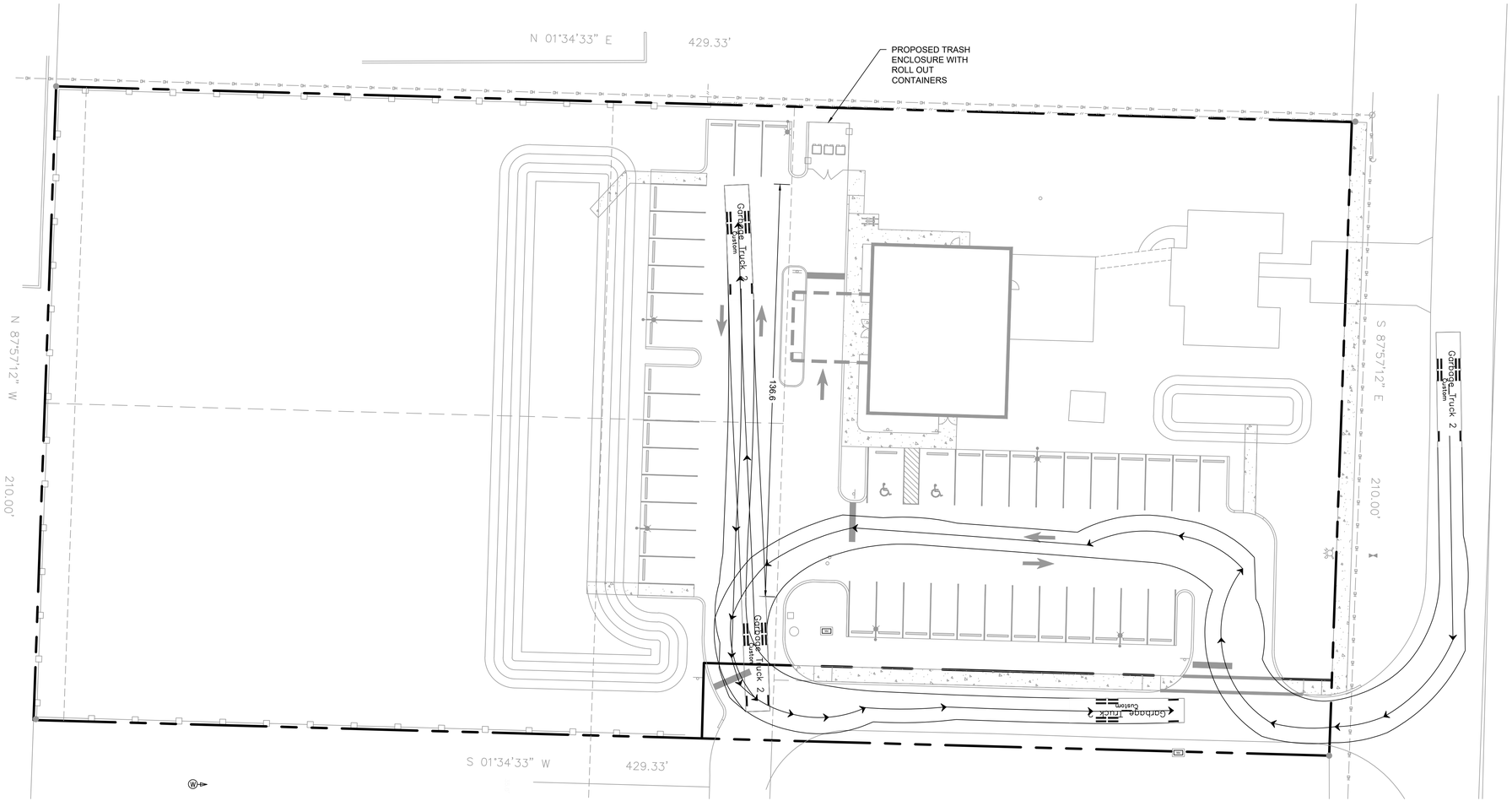
Date
12/19/2024

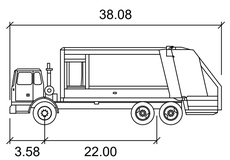
Sheet Number
E-1

Seal

STEPHEN M FECCIA, PLA
LA 6667289

C:\USERS\SF\ECCIJDP DROPBOX\STEVE FECCIA\MY DOCUMENTS\JUESSAMINE (SF)\PROJECTS\JUAN I GONZALEZ CORP\DIAMOND RD CHURCH\CAD\E-1 PHOTOMETRIC PLAN.DWG 12/18/24 by SF/ECC





Rear-Load Garbage Truck

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 27.4

0 10 20 40

SCALE: 1" = 20'

811 Know what's **below.** **Call** before you dig.

JESSAMINE
DESIGN BUILD
5427 OAK TERRACE DRIVE
ORLANDO, FL 32839
(508) 736-6897

IGLESIA DE CRISTO MISIONERA

4340 DIAMOND RD
PALM SPRINGS, FL

Sheet Title
AUTO TURN PLAN

Revision Dates

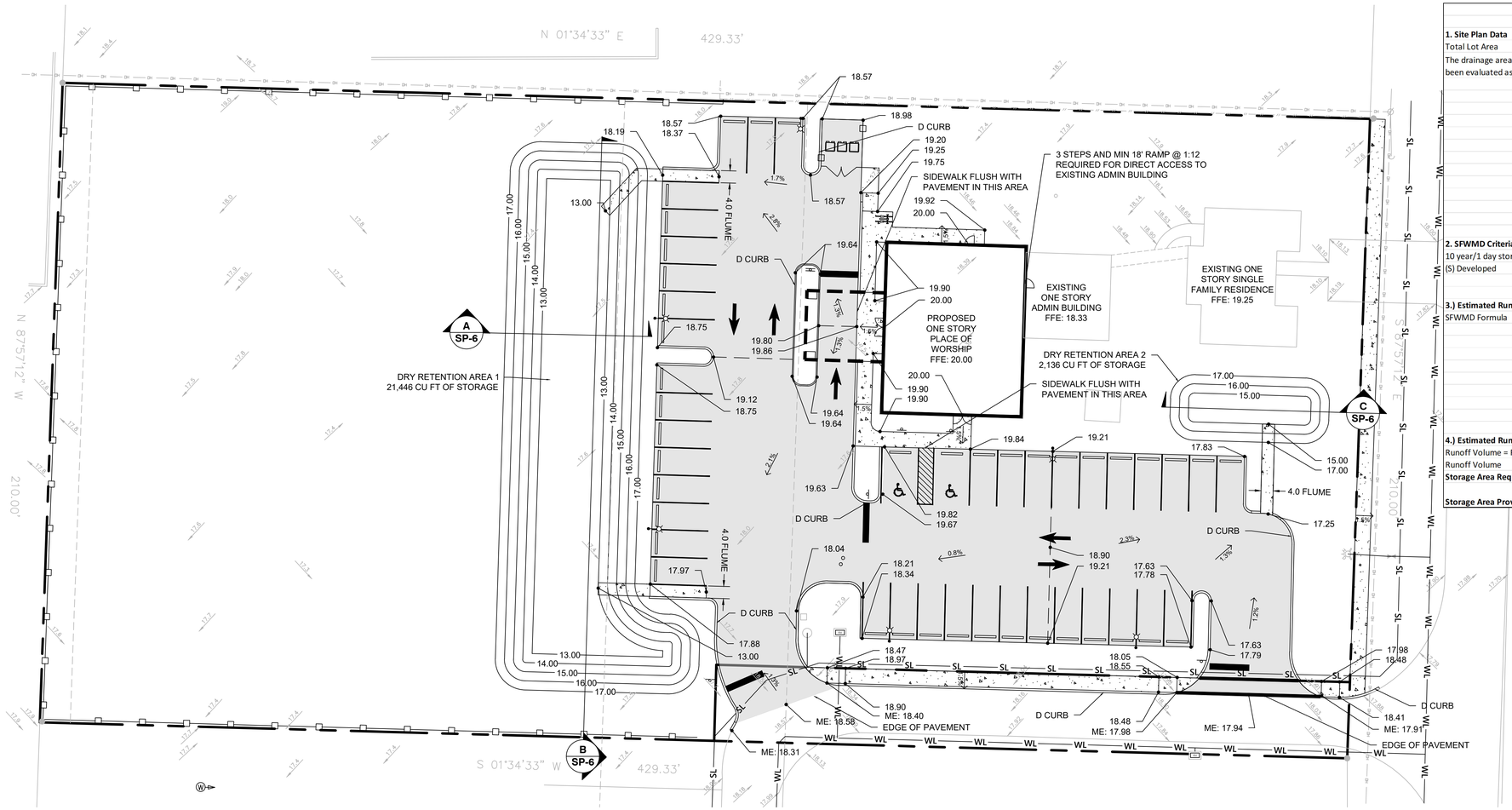
Date
04/15/2025

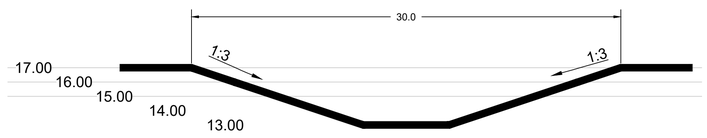
Sheet Number
SP-7

Seal

STEPHEN M FECCIA, PLA
LA 6667289

C:\USERS\STEVE\UCP DROPBOX\STEVE FECCIA\MY DOCUMENTS\JESSAMINE DB\PROJECTS\JUAN I GONZALEZ CORP\DIAMOND RD CHURCH\CAD\SP-3 AUTOTURN PLAN.DWG 4/15/25 by STEVE

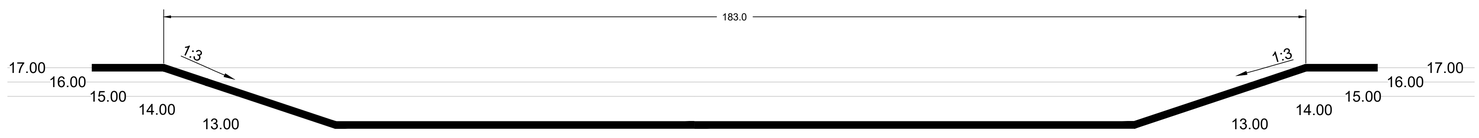




A RETENTION AREA 1 CROSS SECTION A



C RETENTION AREA 2 CROSS SECTION



B RETENTION AREA 1 CROSS SECTION B

IGLESIA DE CRISTO MISIONERA STORMWATER CALCULATIONS

1. Site Plan Data

Total Lot Area: 90,156 (2.07 ac)

The drainage area is considered to be 2.07 ac (90,156,sf) which is the entire area. The drainage area has been evaluated as follows:

A) Impervious Area

Item	Proposed Area (sf)
Buildings	4,729
Driveway/Walkways	20,323
Total Impervious	25,052 (0.57 ac)

B) Pervious Area

Item	Proposed Area (sf)
Total Site Area	90,156
Impervious Area	25,052
Total Pervious	65,104 (1.49 ac)

2. SFWMD Criteria for C-51 Basin

10 year/1 day storm	8" (refer to rainfall map)
(S) Developed	10.9" (assumes coastal soils compacted soils condition maximum

3.) Estimated Runoff Rate

SFWMD Formula: $\frac{(P-0.2S)^2}{P+0.85}$

Q= Runoff Rate (inches)		
S = Soil Storage Factor		7.85"
P = Rainfall (10 year/1day storm)		8"
Soil Storage Factor (S)	(10.9" x 1.49ac)/2.07ac	7.85"
Runoff Rate (Q)	(8" - (0.2 x 7.85"))^2 / 8" + (0.8 x 7.85")	2.99"

4.) Estimated Runoff Volums for 10 year/1 day storm

Runoff Volume = Runoff Rate x Area

Runoff Volume: 2.99" x 2.07 ac x (1/12) x (43,560 sf)

Storage Area Required: 22,377 cu ft

Storage Area Provided (dry retention area): 23,582 cu ft

ME: XX - MATCH EXISTING
XXX - PROPOSED ELEVATION
XXX - EXISTING ELEVATION

GRADING NOTES

1. ALL ELEVATIONS ARE REFERENCED IN NORTH AMERICAN VERTICAL DATUM (NAVD) 1988 AS SHOWN ON SURVEY PREPARED BY BOB BUGGEE INC. DATED 2/8/2023
2. THE LOCATION, SIZE, AND MATERIAL OF THE EXISTING FACILITIES, UTILITIES, TOPOGRAPHY HAVE BEEN RECORDED FROM THE MOST RELIABLE INFORMATION AVAILABLE TO THE CONSULTANT. THIS INFORMATION IS NOT GUARANTEED.
3. CONTRACTOR SHALL VERIFY EXITING AND PROPOSED ELEVATIONS AND HORIZONTAL LOCATIONS PRIOR TO THE START OF CONSTRUCTION. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE OWNERS REP.
4. ALL CURB LOCATIONS ARE TO THE FACE OF THE BOTTOM OF THE CURB CURB UNLESS OTHERWISE NOTED.
5. CONTRACTOR MUST BE A CERTIFIED FLORIDA STORMWATER, EROSION, AND SEDIMENT CONTROL INSPECTOR TO IMPLEMENT AND INSPECT BEST MANAGEMENT PRACTICES TO MINIMIZE AND ELIMINATE ON SITE AND OFF SITE IMPACTS FROM UNCONTROLLED EROSION, SEDIMENTATION, AND OTHER POLLUTANT DISCHARGES DURING CONSTRUCTION.

0 10 20 40
SCALE: 1" = 20'

Know what's below. Call before you dig.

JESSAMINE DESIGN BUILD
5427 OAK TERRACE DRIVE
ORLANDO, FL 32839
(508) 736-6897

IGLESIA DE CRISTO MISIONERA

4340 DIAMOND RD
PALM SPRINGS, FL

Sheet Title: GRADING PLAN
Revision Dates:
Date: 02/04/2025
Sheet Number: SP-3
Seal

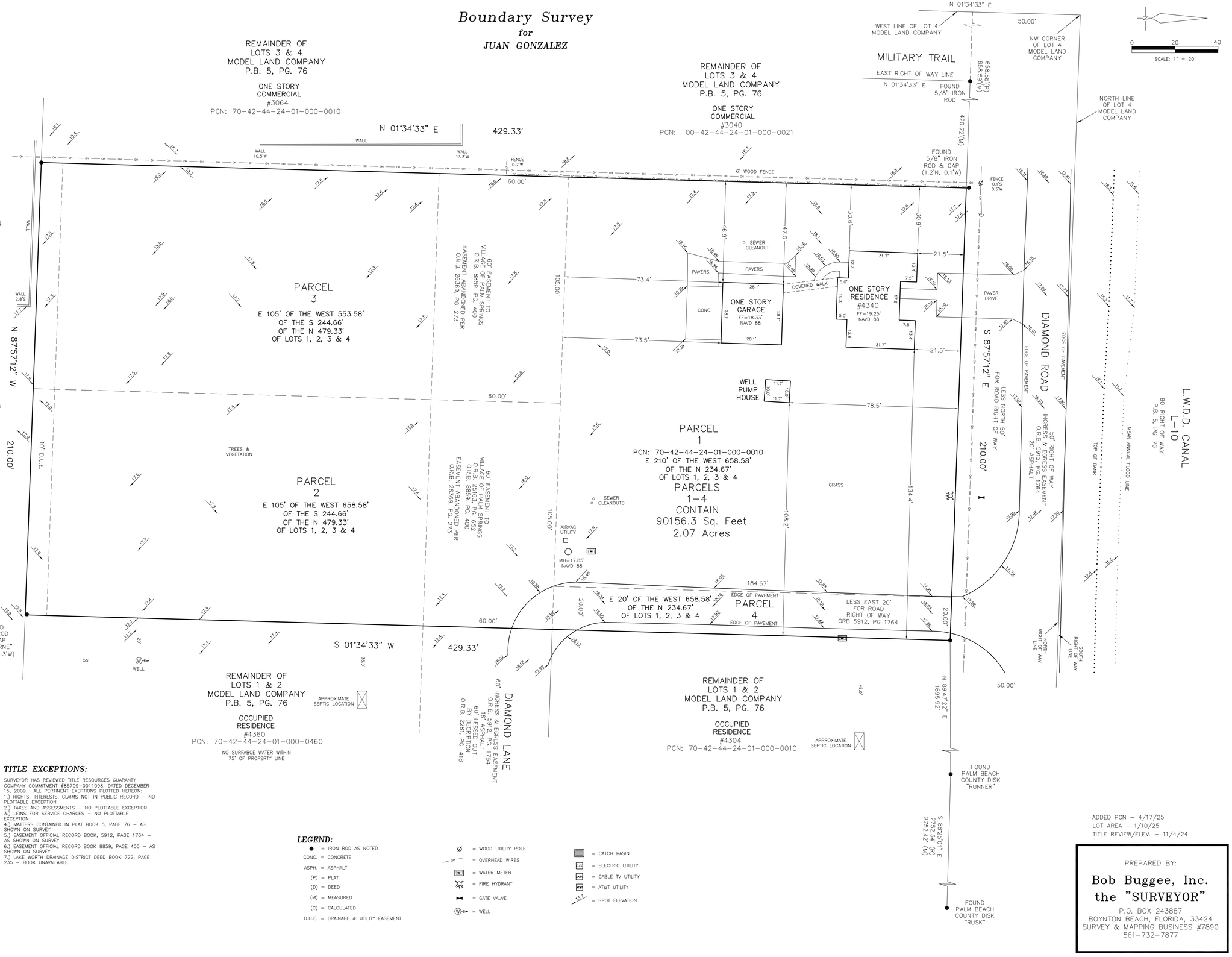
STEPHEN M FECCIA, PLA
LA 6667289

C:\USERS\STEVE\UCP DROPBOX\STEVE FECCIA\MY DOCUMENTS\JESSAMINE DB\PROJECTS\JUAN I GONZALEZ CORP\DIAMOND RD CHURCH\CAD\SP-3 GRADING PLAN.DWG 2/4/25 by STEVE

Boundary Survey
for
JUAN GONZALEZ



VICINITY SKETCH
NOT TO SCALE



FLOOD ZONE

FLOOD ZONE: X
PALM BEACH COUNTY: 120129
PANEL NUMBER: 12099C 0588F
EFFECTIVE DATE: 10-05-17

PROPERTY ADDRESS

4340 DIAMOND ROAD
PALM SPRINGS, FL 33461

LEGAL DESCRIPTION

PARCEL 1:
THE EAST 210.0 FEET OF THE WEST 658.58 FEET OF THE NORTH 234.67 FEET OF LOTS 1, 2, 3, AND 4, OF MODEL LAND COMPANY SUBDIVISION OF THE NORTH ONE-HALF OF SECTION 24, TOWNSHIP 44 SOUTH, RANGE 42 EAST, AS RECORDED IN PLAT BOOK 5, PAGE 76, IN THE OFFICE OF THE CIRCUIT COURT IN AND FOR PALM BEACH COUNTY, FLORIDA, LESS THE EAST 20 FEET AND LESS THE NORTH 50.0 FEET FOR ROAD RIGHT-OF-WAY PURPOSES.

PARCEL 2:
THE EAST 105.0 FEET OF THE WEST 658.58 FEET OF THE SOUTH 244.66 FEET OF THE NORTH 479.33 FEET OF LOTS 1, 2, 3, AND 4 OF MODEL LAND COMPANY SUBDIVISION OF THE NORTH ONE-HALF OF SECTION 24, TOWNSHIP 44 SOUTH, RANGE 42 EAST, AS RECORDED IN PLAT BOOK 5, PAGE 76, PALM BEACH COUNTY, FLORIDA, SUBJECT TO A 10 FOOT DRAINAGE AND UTILITY EASEMENT ALONG THE SOUTH LINE THEREOF.

PARCEL 3:
THE EAST 105.0 FEET OF THE WEST 553.58 FEET OF THE SOUTH 244.66 FEET OF THE NORTH 479.33 FEET OF LOTS 1, 2, 3 AND 4 OF MODEL LAND COMPANY SUBDIVISION OF THE NORTH 1/2 OF SECTION 24, TOWNSHIP 44 SOUTH, RANGE 42 EAST, ACCORDING TO THE PLAT THEREOF ON FILE IN THE OFFICE OF THE CLERK OF THE CIRCUIT COURT IN AND FOR PALM BEACH COUNTY, FLORIDA, IN PLAT BOOK 5, PAGE 76, SUBJECT TO A 10 FOOT DRAINAGE AND UTILITY EASEMENT ALONG THE SOUTH LINE THEREOF, SUBJECT TO AN EASEMENT FOR INGRESS AND EGRESS OVER THE NORTH 60 FEET OF THE ABOVE DESCRIBED PROPERTY.

TOGETHER WITH AN EASEMENT FOR INGRESS AND EGRESS OVER THE NORTH 60 FEET OF THE SOUTH 244.66 FEET OF THE NORTH 479.33 FEET OF LOTS 1, 2, 3, AND 4 OF MODEL LAND COMPANY SUBDIVISION, OF THE NORTH 1/2 OF SECTION 24, TOWNSHIP 44 SOUTH, RANGE 42 EAST, ACCORDING TO THE PLAT THEREOF ON FILE IN THE OFFICE OF THE CLERK OF THE CIRCUIT COURT IN AND FOR PALM BEACH COUNTY, FLORIDA, IN PLAT BOOK 5, PAGE 76, LESS THE WEST 448.58 FEET THEREOF AND LESS THE EAST 20 FEET THEREOF.

TOGETHER WITH AN EASEMENT FOR INGRESS AND EGRESS OVER THE EAST 20.0 FEET OF THE WEST 658.58 FEET OF THE NORTH 234.67 FEET OF LOTS 1, 2, 3, AND 4 OF MODEL LAND SUBDIVISION, OF THE NORTH 1/2 OF SECTION 24, TOWNSHIP 44 SOUTH, RANGE 42 EAST, ACCORDING TO THE PLAT THEREOF ON FILE IN THE OFFICE OF THE CLERK OF THE CIRCUIT COURT IN AND FOR PALM BEACH COUNTY, FLORIDA IN PLAT BOOK 5, PAGE 76, LESS THE NORTH 50 FEET THEREOF.

PARCEL 4:
THE EAST 20.0 FEET OF THE WEST 658.58 FEET OF THE NORTH 234.67 FEET, LESS THE NORTH 50.0 FEET FOR ROAD RIGHT OF WAY PURPOSES, OF LOTS 1, 2, 3, AND 4, OF MODEL LAND COMPANY SUBDIVISION OF THE NORTH ONE-HALF OF SECTION 24, TOWNSHIP 44 SOUTH, RANGE 42 EAST, AS RECORDED IN PLAT BOOK 5, PAGE 76, IN THE OFFICE OF THE CLERK OF THE CIRCUIT COURT IN AND FOR PALM BEACH COUNTY, FLORIDA. SUBJECT TO 20 FOOT INGRESS AND EGRESS EASEMENT AS RECORDED IN OFFICIAL RECORDS BOOK 5912, PAGE 1764, PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA.

CONTAINING 90,156.3 SQUARE FEET, 2.07 ACRES, MORE OR LESS.

SURVEYOR'S NOTES

EXISTING IMPROVEMENTS NOT LOCATED EXCEPT AS SHOWN.

LEGAL DESCRIPTION PROVIDED BY CLIENT.

SURVEYOR HAS NOT ABSTRACTED THIS SURVEY FOR EASEMENTS AND RIGHTS OF WAYS OF RECORD.

SURVEY IS NOT VALID WITHOUT A RAISED SEAL.

BEARINGS, IF SHOWN, ARE BASED ON THE RECORD PLAT.

ALL MEASUREMENTS ARE IN ACCORDANCE WITH THE UNITED STATES STANDARD, USING FEET.

ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.

ELEVATIONS ARE REFERENCED TO THE FLORIDA DEPARTMENT OF TRANSPORTATION HIGH ACCURACY NETWORK NORTH AMERICAN VERTICAL DATUM (N.A.V.D.) 1988.

CERTIFICATION

I HEREBY CERTIFY THAT I MADE THIS SURVEY AND THAT IT IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

BY: _____
RYAN P. BUGGEE, FLORIDA REGISTERED SURVEYOR #7454
233 E. CAMINO WAY BLVD., BOYNTON BEACH, FLORIDA

DATE OF FIELD SURVEY: 02/08/23

DWG # 0101923

TITLE EXCEPTIONS:

SURVEYOR HAS REVIEWED TITLE RESOURCES GUARANTY COMPANY COMMITMENT #85709-0011098, DATED DECEMBER 15, 2009. ALL PERTINENT EXEPTIONS PLOTTED HEREON:
1.) RIGHTS, INTERESTS, CLAIMS NOT IN PUBLIC RECORD – NO PLOTTABLE EXCEPTION
2.) TAXES AND ASSESSMENTS – NO PLOTTABLE EXCEPTION
3.) LEINS FOR SERVICE CHARGES – NO PLOTTABLE EXCEPTION
4.) MATTERS CONTAINED IN PLAT BOOK 5, PAGE 76 – AS SHOWN ON SURVEY
5.) EASEMENT OFFICIAL RECORD BOOK, 5912, PAGE 1764 – AS SHOWN ON SURVEY
6.) EASEMENT OFFICIAL RECORD BOOK 8859, PAGE 400 – AS SHOWN ON SURVEY
7.) LAKE WORTH DRAINAGE DISTRICT DEED BOOK 722, PAGE 235 – BOOK UNAVAILABLE.

LEGEND:

- ● = IRON ROD AS NOTED
- CONC. = CONCRETE
- ASPH. = ASPHALT
- (P) = PLAT
- (D) = DEED
- (M) = MEASURED
- (C) = CALCULATED
- D.U.E. = DRAINAGE & UTILITY EASEMENT
- Ø = WOOD UTILITY POLE
- OH = OVERHEAD WIRES
- = WATER METER
- = FIRE HYDRANT
- = GATE VALVE
- Ⓦ = WELL
- = CATCH BASIN
- ELEC = ELECTRIC UTILITY
- CATV = CABLE TV UTILITY
- AT&T = AT&T UTILITY
- 13.7 = SPOT ELEVATION

ADDED PCN – 4/17/25
LOT AREA – 1/10/25
TITLE REVIEW/ELEV. – 11/4/24

PREPARED BY:
Bob Buggee, Inc.
the "SURVEYOR"
P.O. BOX 243887
BOYNTON BEACH, FLORIDA, 33424
SURVEY & MAPPING BUSINESS #7890
561-732-7877

JUSTIFICATION STATEMENT FOR PLACE OF WORSHIP SPECIAL EXEMPTION
IGLESIA DE CRISTO MISIONERA

The following Justification Statement is based on the Certification Standards outlined in Chapter 34, Section 34-607 of the Village of Palm Springs Code of Ordinances.

Background
The subject property is a 2.07-acre site comprised of four (4) separate parcels of land located east side of Military Trail, north of 10th Avenue North along the south side of Diamond Road, in the Village of Palm Springs. The parcels were Annexed to the Village from Unincorporated Palm Beach County on January 8, 2014 under Ordinance No. 2014-25 with a Future Land Use as 'Low Density Residential' and Zoning as 'Residential Single Family'. The site presently supports a single-family home and detached garage which will be converted to church offices and storage for the proposed place of worship. Prior to annexation on December 11, 2013, the County approved the site for a Class A Conditional Use to allow a Place of Worship. Both the Annexation ordinance and Conditional Use Approval are included in this application.

Request
The owner/applicant is requesting the same Place of Worship conditional use approved in Unincorporated Palm Beach County, which is supported as a special exemption in the RS district under Section 34-744 of the Village of Palm Springs Code of Ordinances.

Justification

1. **The proposed special exemption use is consistent with goals, objectives, and policies of the Villages Comprehensive plan.**

   The requested special exemption of a Place of Worship is consistent with the Village's Comprehensive Plan as a conditional use in the Residential Single Family (RS) District, which corresponds to the property's Future Land Use designation of Low Density Residential. In addition, the project is subject to concurrency review by Palm Beach County. All infrastructure is present to serve the project, including potable water, sewer, and road capacity.

2. **The proposed special exemption is consistent with the planning, building, and zoning regulations and all other portions of this code.**

   The proposed special exemption is consistent with all applicable provisions of the Village of Palm Springs Code of Ordinances related to the RS District, including lot size, width depth and existing setbacks. This data is shown on the site plan included in this submittal.

3. **The proposed special exemption use is compatible with the character and use (existing and future) of the surrounding properties in its function; hours of operation, type and amount of traffic to be generated, building location, mass, height, and setback; and other relevant factors particular to the proposed special exemption use and the**

surrounding property.

The subject property is located in an area characterized as a mix of single-family residential (east and south) and retail commercial (west). There are two proposed points on access to the site via Diamond Lane. Hours of operation are consistent with the surrounding residential area as no after-hours activities or functions will take place at this establishment. All land development criteria have been met or exceeded as shown on the site plan data table.

The proposed conditional use request is compatible with surrounding uses insofar as development in the area is a mix of commercial and residential uses, several of which constitute a much more intensive use that that which is proposed by the applicant/owner. The proposed use serves as a transition from the intensive commercial uses to the west and the residential uses to the east.

4. **The establishment of the proposed special exception use in the identified location does not create a concentration or proliferation of the same or similar type of special exception use, which may be deemed detrimental to the development or redevelopment of the area in which the special exception use is proposed to be developed.**

   The subject site is located east of a commercial corridor (Military Trail) on the west side of a long-established single-family neighborhood. The proposed institutional use serves as a transition from the intense commercial development along Military Trail and the residential neighborhood further east. The proposed use of the subject property as a place of worship is deemed consistent with development patterns in the area.

5. **The proposed special exception use does not have a detrimental impact on surrounding properties based on:**
   a. **The number of persons anticipated to be using, residing, or working on the property as a result of the special exception use;**

      The proposed special exemption use will not have a detrimental impact on the surrounding properties, as the majority of occupants using the facility will be limited to one day a week (Sunday's) during services. The number of occupants for the remainder of the week will be a limited to a few employees and maintenance staff.

   b. **The degree of noise, odor, visual, or other potential nuisance factors generated by the special exception use; and**

      Operations of the proposed facility will not contribute any detrimental noise, odor, or visual obstructions to the surrounding residential area.

   c. **The effect on the amount and flow of traffic within the vicinity of the proposed special exception use.**

Impact to existing residents from traffic on Diamond Rd and Diamond Lane will be limited to one hour before and after services on Sunday's. There will not be any significant impact to

residents eastward of the subject site, as most users of the facility will be entering/exiting from the west towards Military Trail. See the attached traffic letter in this submittal supporting the proposed special exception.

6. **That the proposed special exemption use:**
    a. **Does not significantly reduce light and air to adjacent properties.**

        The special exemption will not reduce light or air to/from the adjacent properties.

    b. **Does not adversely affect property values in adjacent areas.**

        The special exemption will not affect property values in the adjacent areas.

    c. **Would not be deterrent to the improvement, development or redevelopment of surrounding properties in accord with existing regulations.**

        The special exemption will not impact or deter future development of the surrounding sites.

    d. **Does not negatively impact adjacent natural systems or public facilities, including parks and open spaces.**

        The special exemption will not impact natural systems of public facilities. The site is designed to preserve as much existing tree canopy as possible on the south side of the site and to maximize pervious area. No adverse environmental impacts are anticipated to result from the proposed project. In additional all stormwater is to be retained on site and not discharged into the L-10 Canal.

    e. **Provides pedestrian amenities, including, but not limited to, benches, trash receptacles, and/or bicycle parking.**

        Benches, trash receptacles, and bicycle parking will be provided under the covered drop off area.

7. **The proposed use would enhance and/or promote redevelopment of the Village, fulfill redevelopment objectives, and/or have a positive economic impact on the Village, including creating new jobs, economic growth and provide needed community-serving (neighborhood retail and commercial) uses and businesses.**

    Rapid residential growth in central Palm Beach County and growth of the church congregation has contributed to the need to expand existing religious services and ministries for this growing church community. Membership in the church has grown substantially over the past several years, and fund-raising efforts have been successful to the extent that the church is poised to expand its ministries and construct its sanctuary and church offices. The proposed special exemption will have a positive impact on communities in the surrounding area.

Department of Engineering and Public Works
P.O. Box 21229
West Palm Beach, FL 33416-1229
(561) 684-4000
FAX: (561) 684-4050
www.pbcgov.com

Palm Beach County Board of County Commissioners
Maria Sachs, Mayor
Maria G. Marino, Vice Mayor
Gregg K. Weiss
Michael A. Barnett
Marci Woodward
Sara Baxter
Mack Bernard

County Administrator
Verdenia C. Baker

"An Equal Opportunity Affirmative Action Employer"

printed on sustainable and recycled paper

June 13, 2024

Imtiaz Ahmed, P.E.
Atlantic Engineering Services, Inc.,
2826 Waters Edge Circle
Greenacres, FL 33413

RE: Iglesia De Cristo Misionera
Project #: 240509
Traffic Performance Standards (TPS) Review

Dear Mr. Ahmed:

The Palm Beach County Traffic Division has reviewed the above referenced project Traffic Impact Statement, dated October 13, 2023, pursuant to the Traffic Performance Standards in Article 12 of the Palm Beach County (PBC) Unified Land Development Code (ULDC). The project is summarized as follows:

Municipality:	Palm Springs
Location:	S of Diamond Rd (N of 10th Ave), 460 ft E of Military Trail
PCN:	70-42-44-24-01-000-0010 and others on file
Access:	2 full on Diamond Ln (which connects to Diamond Rd) (As used in the study and is NOT necessarily an approval by the County through this TPS letter)
Existing Uses:	Vacant
Proposed Uses:	Place of Worship = 3,144 SF
New Daily Trips:	23
New Peak Hour Trips:	1 (1/0) AM; 2 (1/1) PM, 31 (15/16) Weekend
Build-out:	December 31, 2025

Based on our review, the Traffic Division has determined the proposed development generates less than 21 peak hour trips and the impacts are insignificant; therefore, the project **meets** the TPS of Palm Beach County.

Please note the receipt of a TPS approval letter does not constitute the review and issuance of a Palm Beach County Right-of-Way (R/W) Construction Permit nor does it eliminate any requirements that may be deemed as site related. For work within Palm Beach County R/W, a detailed review of the project will be provided upon submittal for a R/W permit application. The project is required to comply with all Palm Beach County standards and may include R/W dedication.

No building permits are to be issued by the Village after the build-out date specified above, or as amended. The County traffic concurrency approval is subject to the Project Aggregation Rules set forth in the Traffic Performance Standards Ordinance.

The approval letter shall be valid no longer than one year from date of issuance, unless an application for a Site Specific Development Order has been approved, an application for a Site Specific Development Order has been submitted, or the

approval letter has been superseded by another approval letter for the same property.

If you have any questions regarding this determination, please contact me at 561-684-4030 or email QBari@pbc.gov

Sincerely,

Quazi Bari, P.E., PTOE
Manager – Growth Management
Traffic Division

QB:jb
ec: Addressee
Iramis Cabrera, Interim PZ&B Director, Village of Palm Springs
Alberto Lopez, Technical Assistant III, Traffic Division

File: General - TPS - Mun - Traffic Study Review
F:\TRAFFIC\HA\MUNICIPALITIES\APPROVALS\2024\240509 - IGLESIA DE CRISTO MISIONERA.DOCX;

JOHN R. DIEHL ARCHITECT
ARCHITECTURAL CONCEPTS INTERNATIONAL LLC.

DRAINAGE STATEMENT FOR PLACE OF WORSHIP SPECIAL EXEMPTION
IGLESIA DE CRISTO MISIONERA

The following Drainage Statement is for the property located at 4340 Diamond Road, Palm Springs, Floria"

Background
The subject property is a 2.07-acre site comprised of four (4) separate parcels of land located east side of Military Trail, north of 10th Avenue North along the south side of Diamond Road, in the Village of Palm Springs (Section13, Township 44, Range 43). There is one existing 1,402 sf single family residence and one existing 826 sf storage building on the subject site. The remainder of the site is undeveloped. The applicant is proposing to construct and additional 3,144 sf place of worship building, associated parking, and landscape improvements on the subject site.

Site Drainage
The property is located within the boundaries of the Lake Worth Drainage District and South Florida Water Management District C-51 Drainage Basin. There is no existing stormwater management system on this property. Stormwater runoff either percolates into the ground or sheet flows and is retained on site.

The site is located in Flood Zone X per FEMA panel number 12099C0588F with an effective date of 10/5/2017. Lake Worth Drainage District L-10 Canal is situated on the north side of Diamond Road across the street from the subject site with an average annual flood line 11.7' (NAVD), where stormwater naturally flows in this area.

The proposed stormwater management system directs runoff from the paved areas and roof tops into on site retention areas by sheet flowing from impervious surfaces into proposed flumes. The proposed drainage system consists of two dry retention areas totaling 22.377 CU FT of on-site storage, which is adequate to retain the anticipated runoff volume of 23.582 CU FT during a 10-year, 1-day event in the C-51 Basin. Discharge off site is not required for this project.

The proposed building finished floor elevation of 20.00 (NAVD) is set above the 100 year, 3-day event.

Respectfully Submitted,
Architectural Concepts International, LLC

John R Diehl
Digitally signed by John R Diehl
Date: 2024.01.23 12:27:15 -05'00'

John R. Diehl
President

33 SW 12th Way, Boca Raton, FL 33486 - Cell: (561) 613-2488
Architect in Florida AR0007424 Florida Interior Designer ID0003692
Email: bocaarchitect@gmail.com

Atlantic Engineering Services, Inc.
2826 Waters Edge Circle
Greenacres, FL 33413

Ph.: (561)358-4140
Fax: (561)922-9765
atlanticengserv@gmail.com

October 13, 2023

TRAFFIC STATEMENT

Iglesia De Cristo Misionera
4340 Diamond Road
Palm Springs, Florida

Project Description

The proposed project consists of the construction of an approximately 3,144 square foot worship center located in Palm Springs. The site is approximately 2.07 acres (See Aerial Map shown in Attachment A). The parcel control numbers for this property are 70-42-44-24-01-00-0010, 70-42-44-24-01-000-00480, 70-42-44-24-01-000-00490, 70-42-44-24-01-000-0510. Site access is proposed via two driveways off Diamond Lane. The buildout date for this project is December 2025.

The site plan was originally approved in December 2013 by Palm Beach County under Application #: DROE-2013-00756 for a 7,269 SF church.

Purpose of Study

This study will analyze the proposed project's impact on the surrounding roadways within the project's radius of development influence in accordance with Palm Beach County Land Development Code Article 15, Section 15.9 Traffic Performance Standards.

The Traffic Performance Standards require that a proposed development meet two "tests" with regards to traffic. Test 1, or the Link/Buildout Test, requires that no site specific development order be issued which would, during the build-out period of the project, add project traffic at any point on any major roadway link within the project's radius of development influence if the total traffic on that link would result in a peak hour traffic volume that exceeds the adopted threshold level of service during the build-out period of the project.

Test 2, or the Model Test, requires that no site specific development order be issued which would add project traffic to any link within the project's model radius of development influence if the total model traffic on that link would result in a peak hour traffic volume, as determined by the model, that exceeds the adopted level of service.

This study will verify that the proposed development's traffic impact will meet the Palm Beach County Traffic Performance Standards.

Project Traffic

Daily and peak-hour vehicular trips generated by the subject development plan were estimated utilizing Palm Beach County approved trip generation rates as follows:

Trip Generation
Church/Synagogue

DAILY

Land Use	ITE Code	Intensity	Trip Generation Rate	Pass-by %	Total Trips
Church/Synagogue	560	3,144 SF	7.6	5%	23

AM Peak Hour

Land Use	ITE Code	Intensity	Trip Generation Rate	Pass-by %	Total Trips		
					In	Out	Total
Church/Synagogue	560	3,144 SF	0.32	5%	1	0	1

PM Peak Hour

Land Use	ITE Code	Intensity	Trip Generation Rate	Pass-by %	Total Trips		
					In	Out	Total
Church/Synagogue	560	3,144 SF	0.49	5%	1	1	2

Weekend Peak Hour

Land Use	ITE Code	Intensity	Trip Generation Rate	Pass-by %	Total Trips		
					In	Out	Total
Church/Synagogue	560	3,144 SF	10.36	5%	15	16	31

(1) Source: Institute of Transportation Engineers (ITE), Trip Generation, 11th Edition

As per the above trip generation analysis, based on the adopted trip generation rates, the average daily trips will be 23 trips and the weekend peak hour trips will be a total of 31 trips (15 in /16 out).

Project Traffic Assignment

				Project Traffic			
Roadway	Link	Existing Lane	Class	Project Traffic		Total Project Impact	LOS D Service Volume
				% Dist	Peak Hour Trips		
S Military Trail	Forest Hill Blvd to Cresthaven Blvd (2022)	6LD	Class I	50%	16	0.54%	2940
	Cresthaven Blvd to 10th Ave N (2020)	6LD	Class I	50%	16	0.54%	2940

Based on the above project assignment, it is clear that this development has less than one percent (1%) impact of the adopted level of service, therefore no further analysis is required and the new development meets concurrency.

Access Analysis

Site access is proposed via two driveways off Diamond Lane as shown on the attached site plan (Attachment C). Based on the trip generation of this site, it is our opinion that accessibility to the site is adequate and no improvements are needed.

Conclusions

Since the proposed development has less than one percent (1%) impact of the adopted level of service, the site will have an insignificant trip assignment and therefore meets the requirements of Palm Beach County performance standards.

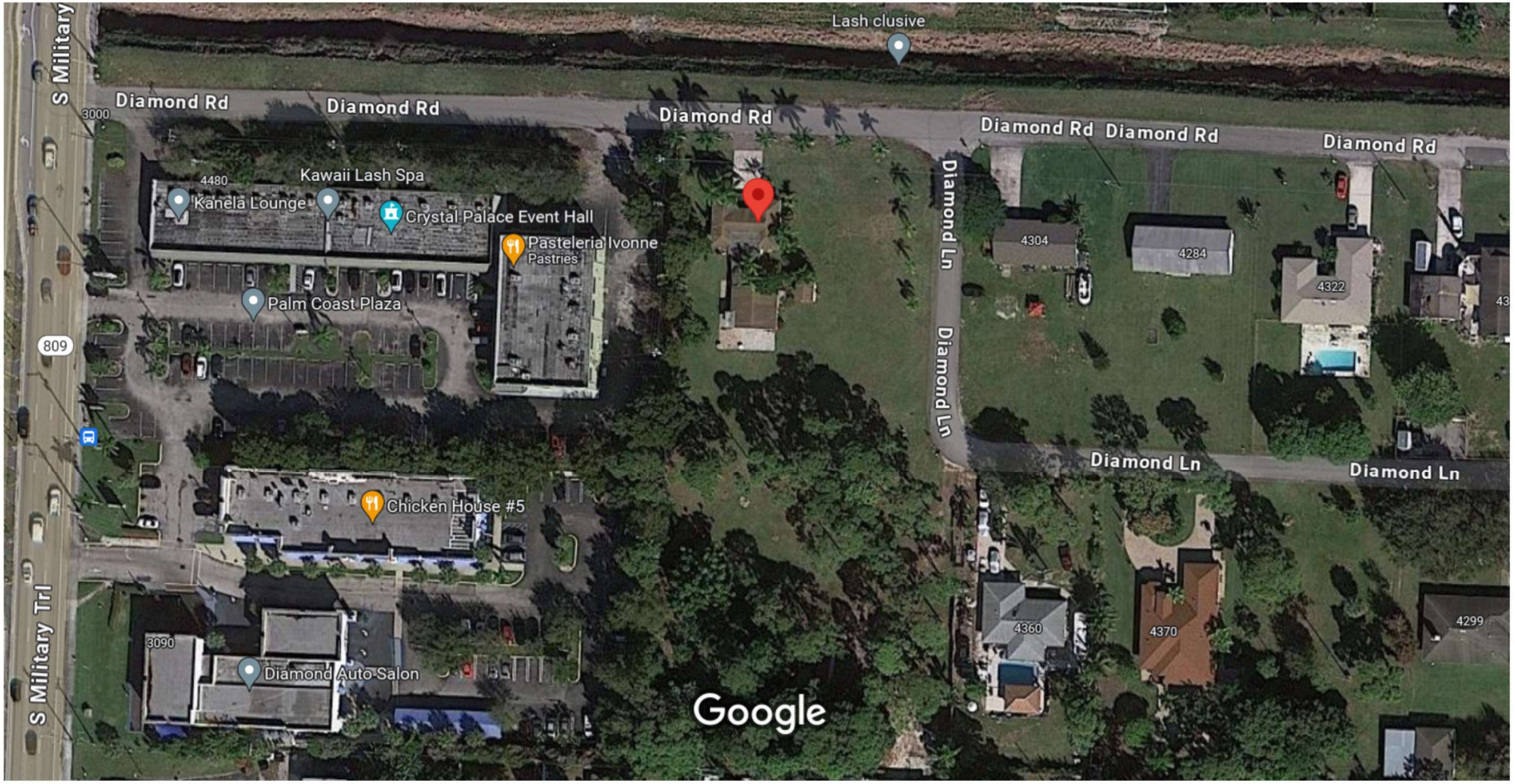
Sincerely,

Imtiaz Ahmed, P.E.
FL License No.: 46102

ATTACHMENT A

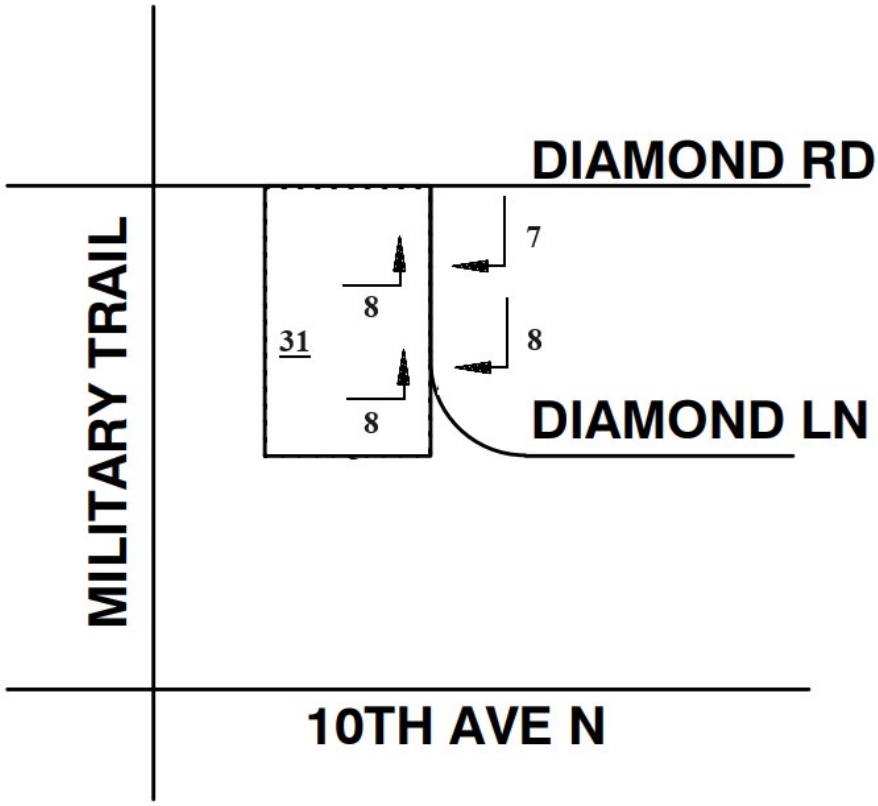
AERIAL MAP

AERIAL MAP


Lash clusive
S Military
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Diamond Rd
3000
4480
Kawaii Lash Spa
Kanela Lounge
Crystal Palace Event Hall
Pasteleria Ivonne
Pastries
Palm Coast Plaza
809
Diamond Ln
Diamond Ln
Diamond Ln
Diamond Ln
4304
4284
4322
Chicken House #5
S Military Trl
3090
Diamond Auto Salon
4360
4370
4299
Google

ATTACHMENT B

WEEKEND PEAK DRIVEWAY VOLUMES



LEGEND

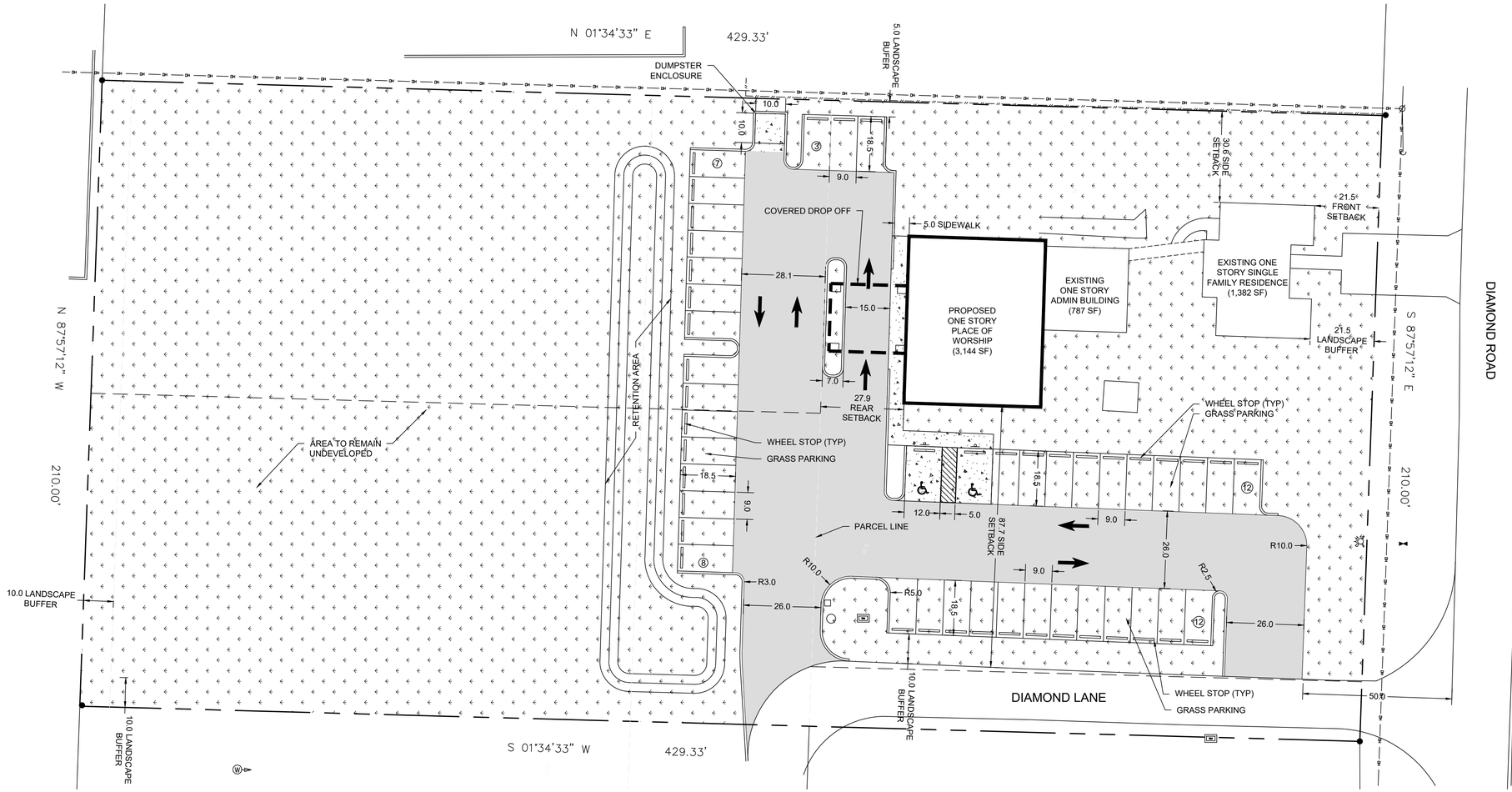
8 - WEEKEND PEAK HOUR

31 - WEEKEND PEAK HOUR TOTAL

Iglesia De Cristo Misionera 4340 Diamond Road Palm Springs, Florida	WEEKEND PEAK DRIVEWAY VOLUMES	

ATTACHMENT C

SITE PLAN



GENERAL NOTES

1. LOCATIONS ,ELEVATIONS AND DIMENSIONS OF EXISTING UTILITIES, STRUCTURES AND OTHER FEATURES WERE PROVIDED BY OTHERS AND ARE SHOWN ACCORDING TO THE BEST INFORMATION AVAILABLE AT THE TIME OF THE PREPARATION OF THESE CONTRACT DOCUMENTS . JESSAMINE DESIGN BUILD, LLC SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY AND/OR COMPLETENESS OF THAT INFORMATION SHOWN HEREIN OR ANY ERRORS OR OMISSIONS RESULTING FROM SUCH.
2. THE CONTRACTOR SHALL FIELD LOCATE, VERIFY AND FURTHER IDENTIFY THE LOCATIONS, ELEVATIONS AND DIMENSIONS OF ALL EXISTING UTILITIES, STRUCTURES AND OTHER FEATURES ABOVE AND BELOW GRADE AFFECTING ANY COMPONENT OF THE WORK CONTAINED IN THE CONTRACT DOCUMENTS PRIOR TO THE START OF ANY PHASE OF CONSTRUCTION. DISCREPANCIES, CONFLICTS OR POTENTIAL DEVIATIONS SHALL BE BROUGHT TO THE ATTENTION OF THE OWNERS REPRESENTATIVE IN WRITING WITHIN 48 HOURS OF DISCOVERY. NO CLAIM FOR EXPENSES INCURRED BY THE CONTRACTOR DUE TO SUCH CONDITIONS WILL BE AWARDED IF WRITTEN NOTIFICATION IS NOT PROVIDED PRIOR TO THE START OF ANY PHASE OF CONSTRUCTION
3. DO NOT TAKE ADVANTAGE OF ANY APPARENT ERROR OR OMISSION DISCOVERED IN THE CONTRACT DOCUMENTS. IMMEDIATELY NOTIFY THE OWNERS REPRESENTATIVE OF ANY SUCH DISCOVERY. THE OWNERS REPRESENTATIVE WILL PROVIDE DIRECTION REGARDING ANY CORRECTION OR INTERPRETATION NECESSARY TO REFLECT THE DESIGN INTENT OF THE CONTRACT DOCUMENTS.
4. ALL EXISTING SITE FACILITIES TO REMAIN SHALL BE PROTECTED FROM ANY DAMAGE THROUGHOUT ALL CONSTRUCTION PHASES. THE CONTRACTOR SHALL REPAIR ANY DAMAGE TO SAID FACILITIES THAT OCCURS DUE TO WORK PREFORMED BY THE CONTRACTOR CALLED FOR IN THE CONTRACT DOCUMENTS.
5. ALL WORK SHALL COMPLY WITH THE CODES, STANDARDS, REGULATIONS, REQUIREMENTS AND ORDINANCES OF ANY GOVERNMENTAL AGENCY HAVING JURISDICTION OVER THE WORK .THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO THE START OF CONSTRUCTION AND SCHEDULE ALL INSPECTIONS AND TESTING ACCORDING TO THE REQUIREMENTS OF SAID AGENCIES AND THE CONTRACT DOCUMENTS.
6. THE CONTRACTOR SHALL COORDINATE ALL WORK WITH RELATED CONTRACTORS AND WITH THE GENERAL CONSTRUCTION OF THE PROJECT SO AS NOT TO IMPEDE THE PROGRESS OF THE WORK OF OTHERS.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE SAFETY OF THE PUBLIC AND ALL PERSONNEL ASSOCIATED WITH THE CONSTRUCTION OF THIS PROJECT. ALL SAFETY REGULATIONS REQUIRED BY APPLICABLE CODES, REGULATIONS, AND RECOGNIZED LOCAL PRACTICES SHALL BE ENFORCED DURING THE CONSTRUCTION AND/OR MAINTENANCE OF THIS PROJECT.
8. THE OWNERS REPRESENTATIVE SHALL HAVE THE RIGHT AT ANY STAGE OF THE OPERATION TO REJECT ALL WORK OR MATERIALS WHICH IN THEIR OPINION DO NOT MEET THE WITH THE REQUIREMENTS OF THE CONTRACT DOCUMENTS.
9. ALL REQUIRED SEDIMENT AND EROSION CONTROL MEASURES INSTALLED AS PART OF THIS PROJECT SHALL REMAIN IN PLACE AND SHALL BE MAINTAINED IN GOOD CONDITION UNTIL CONSTRUCTION IS COMPLETE. SEE THE CIVIL ENGINEERING CONTRACT DOCUMENTS FOR ADDITIONAL REQUIREMENTS.
10. THE CONTRACTOR SHALL REFER TO THE LANDSCAPE NOTES, SPECIFICATIONS, AND THE CONTRACT DOCUMENTS PREPARED BY OTHERS FOR ADDITIONAL REQUIREMENTS.

LAYOUT NOTES

1. ALL ONSITE PAVING DIMENSIONS ARE TO THE FACE OF CURB, WHERE APPLICABLE, UNLESS NOTED OTHERWISE.
2. ALL CURB RADII AND SIDEWALK RETURNS ARE 3' UNLESS NOTED OTHERWISE.
3. ALL PAVING AND EARTHWORK OPERATIONS SHALL CONFORM TO THE PROJECT GEOTECHNICAL REPORT AND CIVIL ENGINEERING CONTRACT DOCUMENTS.
4. BOUNDARY SURVEY: BOUNDARY SURVEY INFORMATION IS BASED ON THE BOUNDARY SURVEY PROVIDED BY BOB BUGGEE, INC THE 'SURVEYOR' DATED FEBRUARY 8, 2023. REFER TO THE BOUNDARY SURVEY AND PLAT TO VERIFY PROPERTY LINES AND EASEMENT LOCATIONS.
5. BUILDING DIMENSIONS: THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS TO VERIFY THE EXACT BUILDING DIMENSIONS
6. SEE CIVIL ENGINEERING PLANS FOR PROPOSED PAVING, GRADING, DRAINAGE, AND UTILITY IMPROVEMENTS.

Village of Palm Springs Site Data Table

Application Name	Inglesia De Cristo Misionera		
Property Control Number(s) (PCN)	70-42-44-24-01-000-0010		
	70-42-44-24-01-000-00480		
	70-42-44-24-01-000-00490		
	70-42-44-24-01-000-0510		
Gross Site Area	2.07 ac (90,156 sf)		
	Existing	**Proposed**	**Required**
Future Land Use Designation	Low Density Residential	Low Density Residential	
Zoning District	Residential Single Family (RS)	Residential Single Family (RS)	
Uses	Residential	Place of Worship & Residential	
Building Area	2,169 sf	4,750 sf	
Minimum Lot Area	90,156 sf	90,156 sf	6,500 sf
Minimum Lot Width (Corner)	210'	210'	95'
Minimum Lot Frontage	210'	210'	65'
Minimum Lot Depth	429.3'	429.3'	100'
Maximum Lot Coverage	2.5% (2,283 sf)	5.3% (4,845 sf)	45% (40,570 sf)
Front Setback (North)	21.5'	21.5'	25'
Rear Setback (South)	73.4'	29.7'	12.5'
Side Interior Setback (West)	30.6'	30.6'	7.5'
Side Corner Setback (East)	134.4'	87.7'	25'
Maximum Building Height	1-Story	2-Stories	2-Stories or 25'
Maximum Impervious/Semi Pervious Area	7% (6,307 sf)	26% (23,207 sf)	60% (54,094 sf)
Open Space	93% (83,849 sf)	74% (66,949 sf)	25% (22,539 sf)
Landscape Buffers			
North	21.5'	21.5'	0'
West	30.6'	5'	0'
South	10'	10'	0'
East	10'	10'	0'
Parking	0 Spaces	42 Spaces	Assembly: One space per 4 seats (140 seats/4) = 35 spaces Office: One space per 200sf (787 sf / 200) = 4 spaces Single Family Residence = 2 spaces 41 spaces total

0 10 20 40
SCALE: 1" = 20'

Know what's below. Call before you dig.

JESSAMINE DESIGN BUILD
5427 OAK TERRACE DRIVE
ORLANDO, FL 32839
(508) 736-6897

INGLESIA DE CRISTO MISIONERA

4340 DIAMOND RD
PALM SPRINGS, FL

Sheet Title: SITE PLAN

Revision Dates

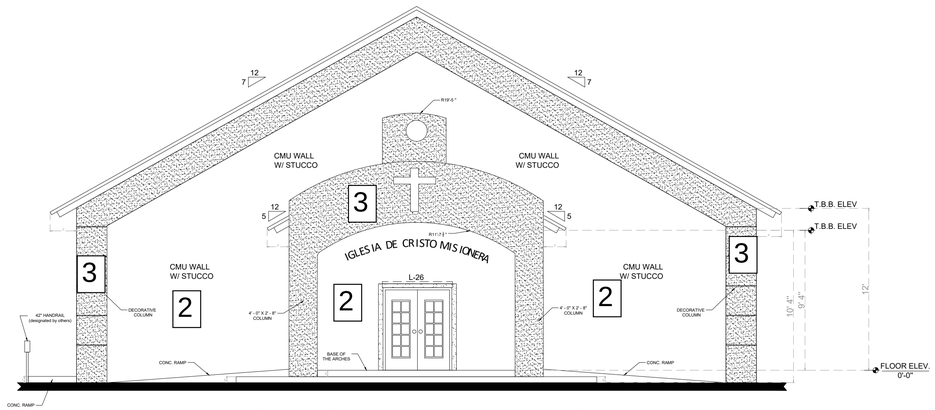
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Seal

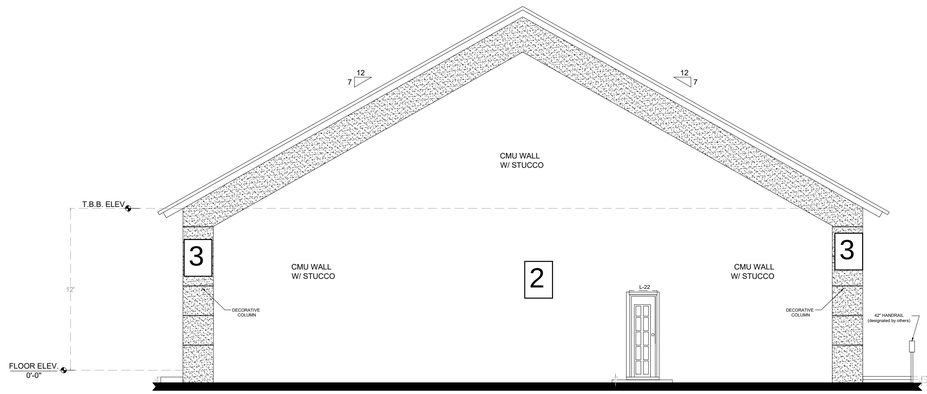
STEPHEN M FECCIA, PLA
LA 6667289

C:\USERS\FECCIA\DP DROPBOX\STEVE FECCIA\MY DOCUMENTS\JESSAMINE DB\PROJECTS\JUAN I GONZALEZ CORPO\AMOND RD CHURCH\CAD\SP-1 SITE PLAN.DWG 9/26/23 by SFECC



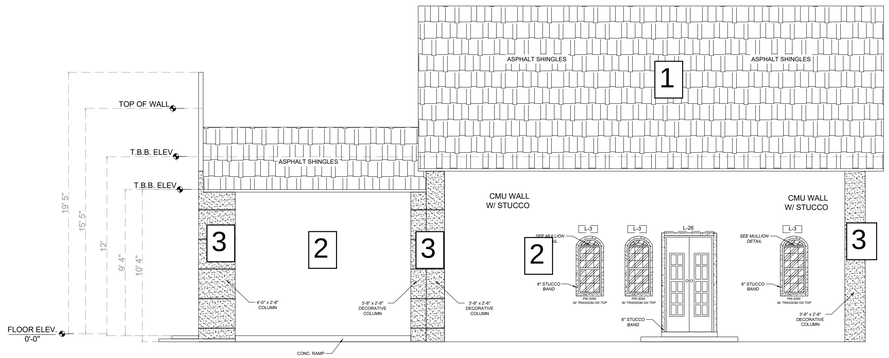
NORTH ELEVATION

SCALE: 3/16" = 1' - 0"



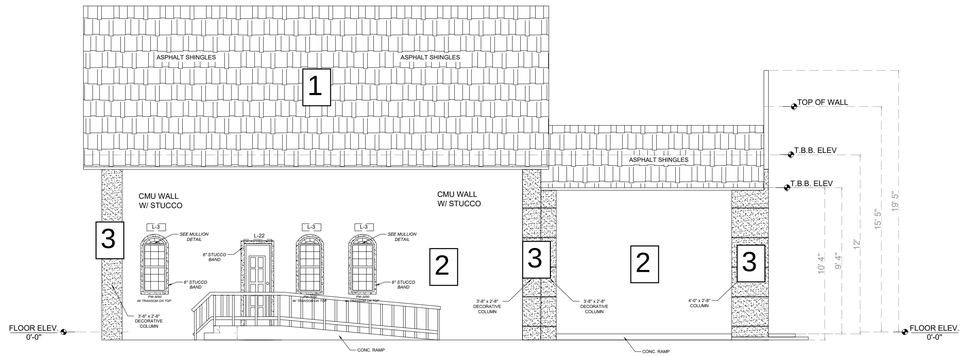
SOUTH ELEVATION

SCALE: 3/16" = 1' - 0"



WEST ELEVATION

SCALE: 3/16" = 1' - 0"

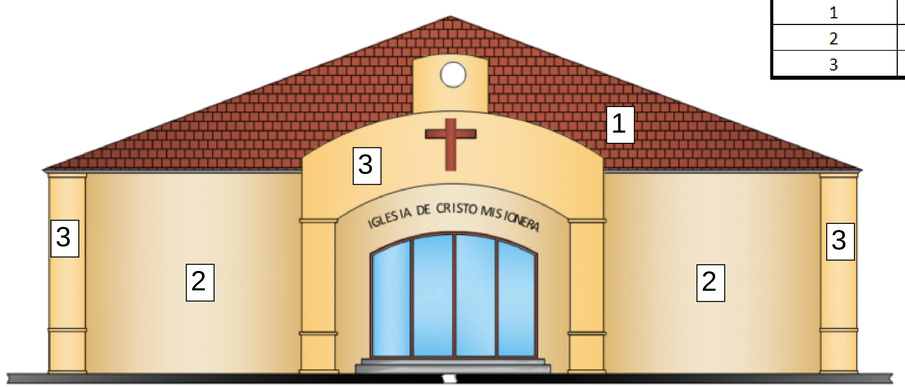


EAST ELEVATION

SCALE: 3/16" = 1' - 0"

Inglesia de Cristo Misionera Exterior Material Schedule

Key	Area	Description	Color
1	Roof	Dimeisnoal Asphalt Shingles	Terracota
2	Facades	Painted Stucco	SW 6672: Morning Sun
3	Facades	Painted Stucco	SW 6674: Jonquil



A-3
5

ELEVATION PLAN

SEAL:

JUAN I. GONZALEZ CORP
Consulting * Design * Project Management
Construction * Land Planning
Telephone: (561) 704 – 5042
Email: jig3684@yahoo.com

IGLESIA DE CRISTO MISIONERA
PALM BEACH COUNTY,FL
4030 DIAMOND ROAD
LAKE WORTH, FL 33461

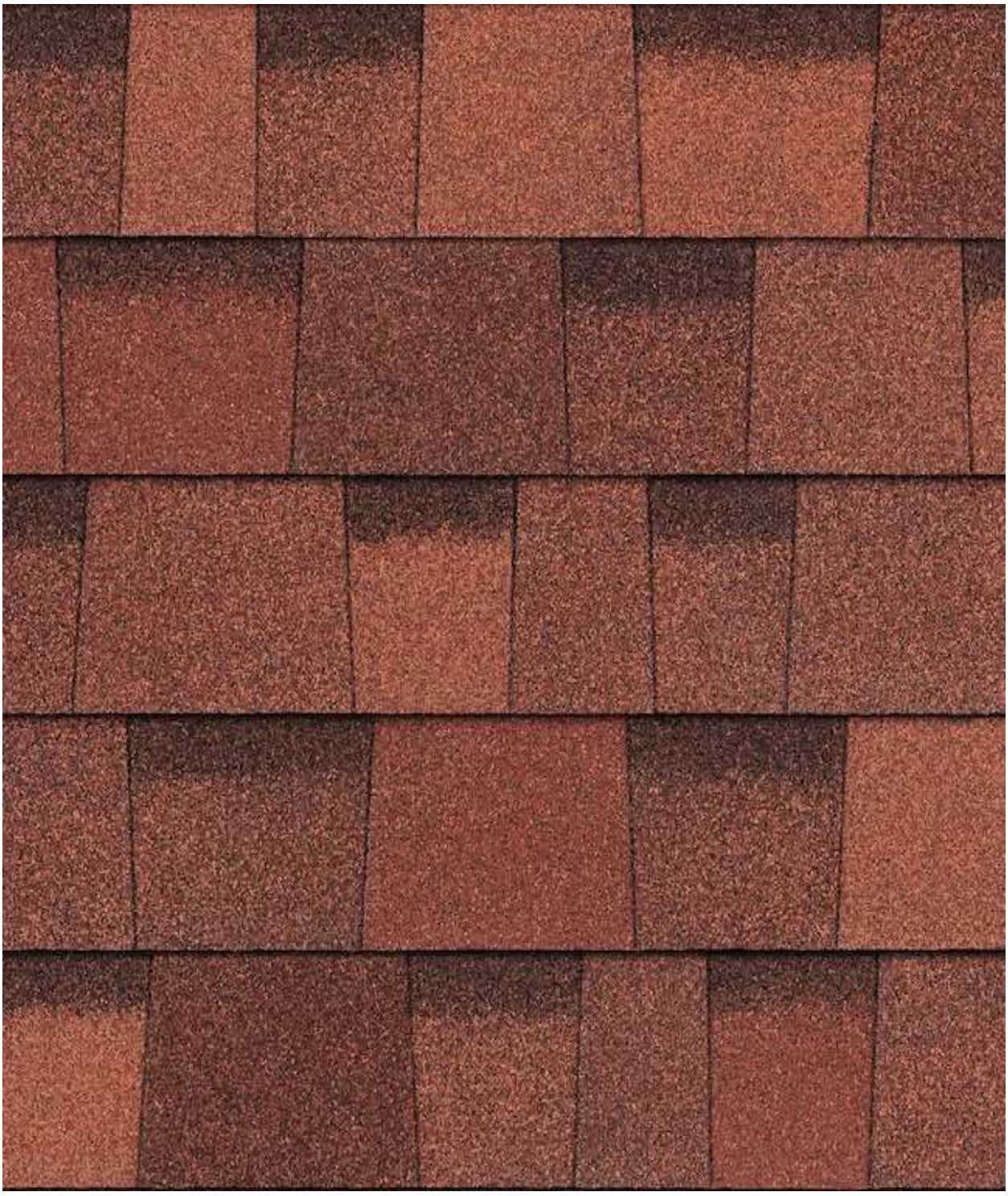
PROJECT HISTORY:
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- REV:

DATE:

PROJECT NUMBER:
ELEVATION PLAN

TITLE:

SHEET NUMBER:
A - 3

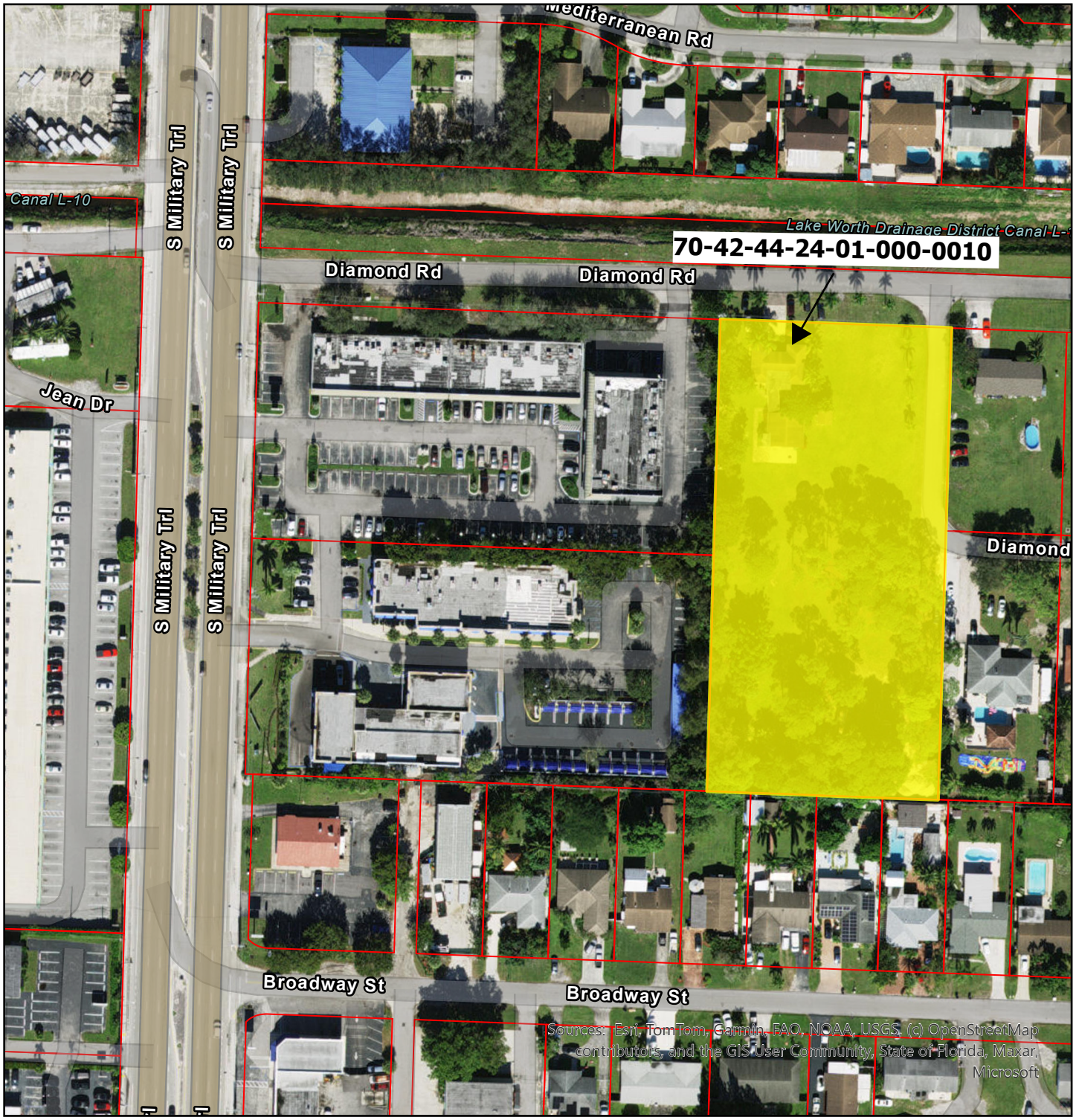


DIMENSIONAL ASPHALT SHINGLE ROOF
(COLOR - TERRACOTA)

PAINTED STUCCO FINISH
(FIELD COLOR - SW-6672 MORNING SUN)

PAINTED STUCCO FINISH
(ACCENT COLOR - SW-6674 JONQUIL

VILLAGE OF PALM SPRINGS
Iglesia de Cristo Misiouera
4340 Diamond Rd



Legend

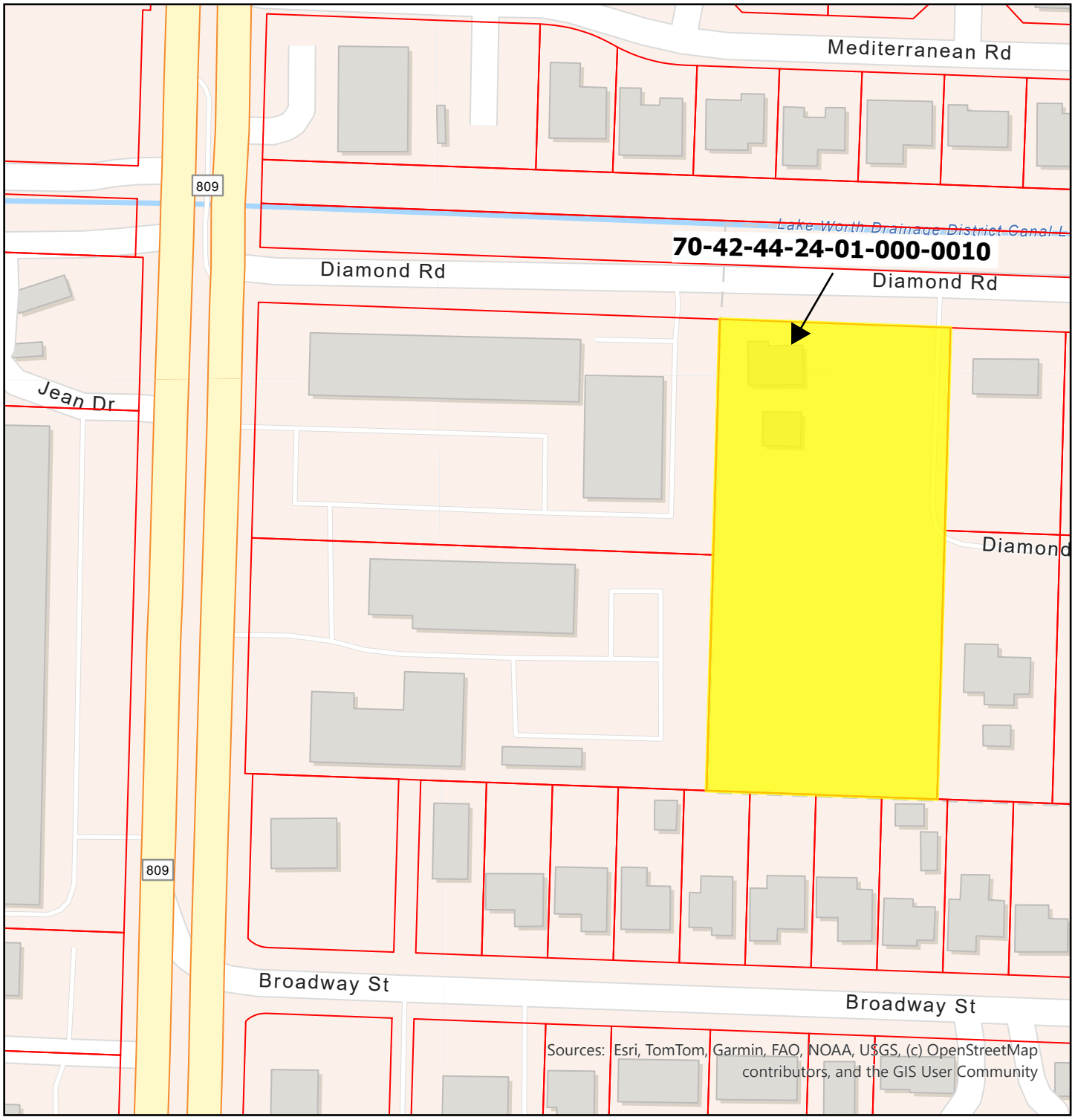
Proposel Parcel

Parcels

Date: 4/16/2025

0 62.5 125 250 Feet

VILLAGE OF PALM SPRINGS
Iglesia de Cristo Misiouera
4340 Diamond Rd



Legend

Proposel Parcel

Parcels

Date: 4/16/2025

0 62.5 125 250 Feet

Village of Palm Springs

Executive Brief

AGENDA DATE: June 12, 2025

DEPARTMENT: Public Works

ITEM #20: Resolution 2025-39 - Stormwater Non Ad-Valorem Assessment Rates - FY 2025

SUMMARY: The proposed Resolution sets the preliminary Non Ad-Valorem assessment roll rates for the Fiscal Year 2025 and provides a uniform method for collecting this assessment for the stormwater management services within the Village on the Palm Beach County Tax Notices.

The proposed rates for FY 25-26 will be the same as last year:

	Annual Rate
Single Family Residential Condominiums	$48
Multifamily	$48
Commercial (Under 2 ESU's)	$48
Commercial (2 to 4.99)	$96
Commercial (5 to 9.99 ESU's)	$180
Commercial (10 ESU's and above)	$240

The Village Council originally established the uniform method for collecting and funding the Village's stormwater management services and projects in July 2016 (Resolution No. 2016-51). The approved Resolution included all parcels within the incorporated municipal boundaries of the Village of Palm Springs at that time, as well as all parcels subsequently annexed into the Village.

The proposed fees and all related data will be submitted to the PBC Property Appraiser's Office and the PBC Information Systems Services department, which provides billing services for the Village.

FISCAL IMPACT:
The proposed FY 2025 rates are the same as last year's rates.

ATTACHMENTS:
1. Resolution No. 2025-39 Approval of Non-Valorem Stormwater (1)

RESOLUTION NO. 2025-39

A RESOLUTION OF THE VILLAGE COUNCIL OF THE VILLAGE OF PALM SPRINGS, FLORIDA, ESTABLISHING USER RATES FOR STORMWATER MANAGEMENT ASSESSMENTS FOR EACH PARCEL WITHIN THE BENEFITTED AREA, OTHER THAN NON-ASSESSED PROPERTY; PROVIDING FOR A PUBLIC HEARING; PROVIDING FOR THE PRELIMINARY HEARING OF THE STORMWATER ASSESSMENT ROLL; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Village Council of the Village of Palm Springs, Florida, did, on July 9, 2015, adopt Ordinance No. 2015-27, which provides for the creation and establishment of a Village-wide Stormwater Management System; and

WHEREAS, the Village Council of the Village of Palm Springs did, on December 10, 2015, adopt Ordinance No. 2015-43 which amended Chapter 78 of the Code of Ordinances of the Village of Palm Springs to provide for the method of establishing and collecting Stormwater Management Assessments; and

WHEREAS, the statutory authority for the creation and implementation of Ordinance No. 2015-27, as amended, is predicated on Article VIII, Section 2(b) of the Florida Constitution; Chapter 166, Florida Statutes, as amended and supplemented; Section 403.0893, Florida Statutes, as amended and supplemented; Chapter 197, Florida Statutes, as amended and supplemented; and other applicable provisions of law; and

WHEREAS, the Village Council of the Village of Palm Springs did, on December 10, 2015 adopt Resolution No. 2015-90 stating the intent to use the uniform method of collecting a non-ad valorem assessment for stormwater utility fees; and

WHEREAS, the Village Council of the Village of Palm Springs has found that owners, tenants, and occupants of property within the geographical boundaries of the Village will derive a special benefit from the effective management of stormwater and other surface water and from the operation, maintenance, and expansion of the stormwater management system; and

WHEREAS, Chapter 78 of the Code of Ordinances of the Village of Palm Springs establishes that the rate for stormwater management assessments for each parcel within the benefited area, other than with respect to non-assessed property, shall be established each year by resolution of the Village Council; and

WHEREAS, billing and collection of the stormwater management assessment shall be accomplished utilizing the uniform method of collection; and

WHEREAS, a rate for stormwater management assessments for the various classes of property (other than non-assessed property) within the benefited area has been calculated as provided in the "Stormwater Study for Justification of Interim Fees", (previously adopted by the Village Council at its July 9, 2015 meeting) and as further set forth in Section 2 of this resolution; and

WHEREAS, a public hearing on this resolution setting the rates for the purposes of adopting and certifying a stormwater assessment roll is duly noticed; and

WHEREAS, the Village, upon adoption of the rates, shall review the stormwater assessment roll to determine its conformity with the proposed rate resolution and, if, upon the completion of such review the Village shall be satisfied that the Stormwater Management Assessment Roll has been prepared in conformity with the proposed rate resolution, it shall adopt said resolution and ratify and confirm the Stormwater Management Assessment Roll and certify that the Stormwater Management Assessment Roll is correct and proper and is to be used in collecting the stormwater management assessments. Thereafter, the Village Council, if no objections are made by persons affected by the assessment roll at the public hearing or if objections having been made are deemed insufficient by the Village Council, shall thereupon adopt the assessments as shown by the Assessment Roll; and

WHEREAS, the owner of each parcel within the benefited area for which a stormwater assessment is levied shall thereafter be responsible for payment, therefore.

NOW THEREFORE, BE IT RESOLVED BY THE VILLAGE COUNCIL OF THE VILLAGE OF PALM SPRINGS, FLORIDA:

Section 1. The foregoing recitals are hereby affirmed and ratified as being true and correct.

Section 2. That the Village Council does hereby adopt, after public hearing, the preliminary rates as previously set forth which are as follows:

Single Family Residential and Condominiums	$ 48.00 per year
Multi-Family Units	$ 48.00 per year
Commercial (under 2 ESU's)	$ 48.00 per year
Commercial (2 to 4.99 ESU's)	$ 96.00 per year
Commercial (5 to 9.99 ESU's)	$ 180.00 per year
Commercial (10 ESU's and above)	$ 240.00 per year

Section 3. This Resolution shall take effect immediately upon adoption.

Council Member _____ offered the foregoing resolution. Council Member _____ seconded the motion, and upon being put to a vote, the vote was as follows:

	Aye	Nay	Absent
BEV SMITH, MAYOR	☐	☐	☐
KIM SCHMITZ, VICE MAYOR	☐	☐	☐
GARY READY, MAYOR PRO TEM	☐	☐	☐
JONI BRINKMAN, COUNCIL MEMBER	☐	☐	☐
PATTI WALLER, COUNCIL MEMBER	☐	☐	☐

The Mayor thereupon declared this Resolution duly passed and adopted this 12th day of June 2025.

VILLAGE OF PALM SPRINGS, FLORIDA

BY: _____
BEV SMITH, MAYOR

ATTEST:

BY: _____
KIMBERLY M. WYNN, VILLAGE CLERK

REVIEWED FOR FORM AND LEGAL SUFFICIENCY

BY: _____
CHRISTY GODDEAU, VILLAGE ATTORNEY

Village of Palm Springs

Executive Brief

AGENDA DATE: June 12, 2025

DEPARTMENT: Public Works

ITEM #21: Resolution No. 2025-40 - Preliminary Garbage Non Ad-Valorem Assessment Rates - FY 2025

SUMMARY: The Village Council is asked to approve Resolution No. 2025-40, which sets the initial Non-Ad-Valorem assessment rates for the Fiscal Year 2025-2026. These rates will create a consistent way to collect payment for garbage, trash, and recycling services in the Village indicated in the Palm Beach County Tax Notices.

The proposed rates for Fiscal Year 2025-2026 will be as follows:

Single Family Homes	$ 225
Multi-Family Homes	$ 140
Mobile Homes	$ 140

The Council established a uniform method for collecting garbage, trash, and recyclables in Palm Beach County Tax Notices with Resolution No. 2008-17 in February 2008. This included all parcels within the Village of Palm Springs and those annexed later.

Each year, the Council adopts a resolution to set the upcoming fiscal year's rates. The proposed resolution will establish the Non-Ad Valorem rates for garbage collection based on current collection and disposal costs.

FISCAL IMPACT:
The projected total annual revenue that the Village would assess is expected to be approximately $1,605,250 (which is at a 96% collection rate).

ATTACHMENTS:
1. Resolution No. 2025-40 Preliminary NAV Rates FY25-26

RESOLUTION NO. 2025-40

A RESOLUTION OF THE VILLAGE COUNCIL OF THE VILLAGE OF PALM SPRINGS, FLORIDA, ADOPTING THE PRELIMINARY NON-AD VALOREM ASSESSMENT ROLL FOR FISCAL YEAR 2025-2026 TO ESTABLISH A UNIFORM METHOD FOR COLLECTING A NON-AD VALOREM ASSESSMENT FOR GARBAGE, TRASH, AND RECYCLING COLLECTION SERVICES, AS WELL AS RELATED SERVICES, ON THE PALM BEACH COUNTY TAX NOTICES; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Village of Palm Springs previously adopted Resolution No. 2008-17 on February 14, 2008, stating the intent of the Village to use the Uniform Method of Collecting a Non-Ad Valorem Assessment for garbage, trash and recyclables collection services and other related services for all parcels within the incorporated boundaries of the Village and to include all future annexation of properties into the future during the effective time of the resolution; and

WHEREAS, Resolution No. 2025-40 adopts a preliminary non-ad valorem assessment roll for the fiscal year 2025-2026; and

WHEREAS, the Village Council has determined to consider a preliminary non-ad valorem assessment roll for fiscal year 2025-2026, on all parcels within the incorporated municipal boundaries of the Village of Palm Springs, including all parcels of land annexed into the Village from the boundaries set at the time of Resolution No. 2008-17 into the future during the effective term of the resolution.

NOW THEREFORE, BE IT RESOLVED BY THE VILLAGE COUNCIL OF THE VILLAGE OF PALM SPRINGS, FLORIDA:

Section 1. The foregoing recitals are hereby affirmed and ratified as being true and correct.

Section 2. The Preliminary Non-Ad Valorem Assessment rates per computed parcels for the Village of Palm Springs for purposes of TRIM for the Fiscal Year 2025 - 2026 are hereby adopted as follows:

Single Family Homes	$225
Multi-Family Homes	$140
Mobile Homes	$140

Section 3. This Resolution shall take effect immediately upon adoption.

Council Member_____offered the foregoing resolution. Council Member_____seconded the motion, and upon being put to a vote, the vote was as follows:

	Aye	Nay	Absent
BEV SMITH, MAYOR	☐	☐	☐
KIM SCHMITZ, VICE MAYOR	☐	☐	☐
GARY READY, MAYOR PRO TEM	☐	☐	☐
JONI BRINKMAN, COUNCIL MEMBER	☐	☐	☐
PATTI WALLER, COUNCIL MEMBER	☐	☐	☐

The Mayor thereupon declared this Resolution duly passed and adopted this 12th day of June 2025.

VILLAGE OF PALM SPRINGS, FLORIDA

BY:_____
BEV SMITH, MAYOR

ATTEST:

BY:_____
KIMBERLY WYNN, VILLAGE CLERK

REVIEWED FOR FORM AND LEGAL SUFFICIENCY
BY: _____
CHRISTY GODDEAU, VILLAGE ATTORNEY

Village of Palm Springs

Executive Brief

AGENDA DATE: June 12, 2025

DEPARTMENT: Public Works

ITEM #22: Approval of a Sign Variance application for the LED Message Board Monument Sign

SUMMARY: The Village is updating the message board monument signs throughout the gateways and main public facilities. As part of this update, the Village issued a Request for Qualifications (RFQ) to select qualified sign manufacturers for the design, engineering, construction, and installation of LED monument signs. After a selection process, the staff chose KENCO Signs as the vendor to work with designing and installing these signs.

The first sign for Fiscal Year 2025 is scheduled to be installed at the entrance of Village Hall on Davis Road, where the current monument sign is located. The existing LED sign received approval for three variances on July 23, 2015, under Resolution No. 2015-76. These three variances will remain in effect and apply to the proposed new sign.

Note: The existing monument sign will be removed, and the new LED monument message board sign will be installed.

To allow for the new proposed sign, the Village requests three additional variances to permit deviations from its established standards:

Code Section	Approved	Request
Section 1-2	**PSV 15-16** – to allow a monument sign with a base narrower than the height of the sign	No changes
Section 34-63(f)(2)	**PSV 15-17** – to allow the changeable copy area for public use signs to exceed 50% of the sign area – 100% approved	100% No changes
Section 34-27(b)(1)	**PSV 15-18** – to allow placement of the monument sign immediately adjacent to the right-of-way – 0’ setback	0' setback No changes
Section 34-67(g)	N/A The existing sign is 7’3” in height.	**PSV 25-07** – to allow a 10’ high monument sign, where the code limits to a maximum of 8’ in height

Section 34-67(i)	N/A	**PSV 25-08** – to allow multiple colors and varying messages, where code limits changeable signs to monochromatic and a single message
Section 34-67(l)	N/A	**PSV 25-09** – to allow graphics and logos where code permits only text and numbers

The staff is seeking approval for this variance application to proceed with the installation of the sign at this location. The attached application outlines the requested variances along with justifications for their approval.

FISCAL IMPACT:

The proposed variance is requested to minimize costs and maximize sign visibility. The construction of the sign by KENCO has already been approved and funded in FY25.

ATTACHMENTS:

1. Res No. 2025-41 Sign Variances (PSV25-07 through PSV25-09) - LED Message Board Monument Sign - 226 Cypress Lane
2. Davis Rd at Village Hall - sign rendering
3. Davis @ Village Hall sign location
4. UNIFIED DEVELOPMENT APPLICATION - Sign Variance (Davis Rd at Village Hall)
5. Sign Variance Letter - Davis at Village Hall
6. Village Center Signage - Existing

RESOLUTION NO. 2025-41

A RESOLUTION OF THE VILLAGE COUNCIL OF THE VILLAGE OF PALM SPRINGS, FLORIDA, (APPROVING/DENYING), WITH CONDITIONS, AN APPLICATION SUBMITTED BY MR. FELIPE LOFASO, PUBLIC WORKS DIRECTOR FOR THE VILLAGE OF PALM SPRINGS ("APPLICANT") FOR THREE (3) SIGN VARIANCES (PSV25-07, PSV25-08, AND PSV25-09), TO REPLACE THE EXISTING ELECTRONIC MONUMENT SIGN WITH ANOTHER FREESTANDING MONUMENT SIGN WITH LED MESSAGING BOARD FOR PUBLIC ANNOUNCEMENTS TO BE LOCATED AT THE VILLAGE MUNICIPAL COMPLEX ENTRANCE AT 226 CYPRESS LANE, LOCATED AT 226 CYPRESS LANE; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Mr. Felipe Lofaso, Public Works Director for the Village of Palm Springs ("Applicant") is requesting three (3) sign variances pursuant to Section 34-329 of the Village of Palm Springs Code of Ordinances, to replace the existing electronic monument sign with another freestanding monument sign with LED messaging board for public announcements to be located at the Village Municipal Complex entrance, at 226 Cypress Lane; and

WHEREAS, the variances requested by the Applicant are as follows:

1. **(PSV25-07) -** Variance relief from Section 34-267(g) to allow a 10' high monument sign, where the Code limits a maximum of 8' in height.

2. **(PSV25-08) -** Variance relief from Section 34-267(i) to allow multiple colors and varying messages, where the Code limits changeable signs to monochromatic and a single message.

3. **(PSV25-09) -** Variance relief from Section 34-267(l) to allow graphics and logos where the Code permits only text and numbers.

WHEREAS, the Village Council has heard the request for three (3) sign variances in public session; has considered the presentation and other evidence presented by the Applicant in light of the criteria set forth in Code Section 34-329(b); has received and considered the recommendations of the Village Staff; and has otherwise been fully informed regarding this matter.

NOW THEREFORE, BE IT RESOLVED BY THE VILLAGE COUNCIL OF THE VILLAGE OF PALM SPRINGS, FLORIDA:

Section 1. The Village Council having received and considered the request of Mr. Felipe Lofaso, Public Works Director for the Village of Palm Springs ("Applicant"), for approval of three (3) sign variances (PSV25-07, PSV25-08, and PSV25-09) at the entrance of Village Hall on Davis Road.

_____Having been otherwise fully apprised of the premises herein, for good cause shown, the Village Council hereby approves the said application with the staff report conditions attached hereto as Exhibit "A", and which is incorporated herein by reference, pursuant to Section 34-329 of the Village Code, finding that the majority of the following criteria are met, as follows (select at least 3 of 5 criteria for approval):

____ (1) Special and unique conditions exist which are peculiar to the applicant's case, and which are not generally applicable to the property located within the zoning district or neighborhood involved, such as natural or manmade sight limitations from the public rights-of-way.
____ (2) The special and unique conditions are not directly attributable to the actions of the applicant.
____ (3) The literal interpretation of this article, as applied to the applicant, would deprive the applicant of rights commonly enjoyed by persons who are similarly situated.
____ (4) The variance granted is the minimum variance necessary for the applicant to make reasonable use of the property.
____ (5) Granting the variance is not detrimental to the public welfare, or injurious to property or improvements in the zoning district or neighborhood involved.

OR

_____Having been otherwise fully apprised of the premises herein, the Village Council hereby rejects the Board findings and denies the application, finding that good cause for the grant of the variances(s) has NOT been shown and they have NOT been demonstrated to be in harmony with the purpose, objectives, and performance standards of this subdivision based upon the criteria set forth in Palm Springs Code Section34-329(b) , for the following reason(s):

_____
_____
_____

Notwithstanding any exceptions, conditions or other approvals granted herein, the applicant must conform to all other applicable codes, ordinances, and laws whether stated herein or not.

Section 2. This Resolution shall take effect immediately upon adoption.

Council Member _____ offered the foregoing resolution. Council Member_____ seconded the motion, and upon being put to a vote, the vote was as follows:

	Aye	Nay	Absent
BEV SMITH, MAYOR	□	□	□
KIM SCHMITZ, VICE MAYOR	□	□	□
GARY READY, MAYOR PRO TEM	□	□	□
PATTI WALLER, COUNCIL MEMBER	□	□	□
JONI BRINKMAN, COUNCIL MEMBER	□	□	□

The Mayor thereupon declared the Resolution duly passed and adopted this _____ day of _____2025.

VILLAGE OF PALM SPRINGS, FLORIDA

BY:_____
BEV SMITH, MAYOR

ATTEST:

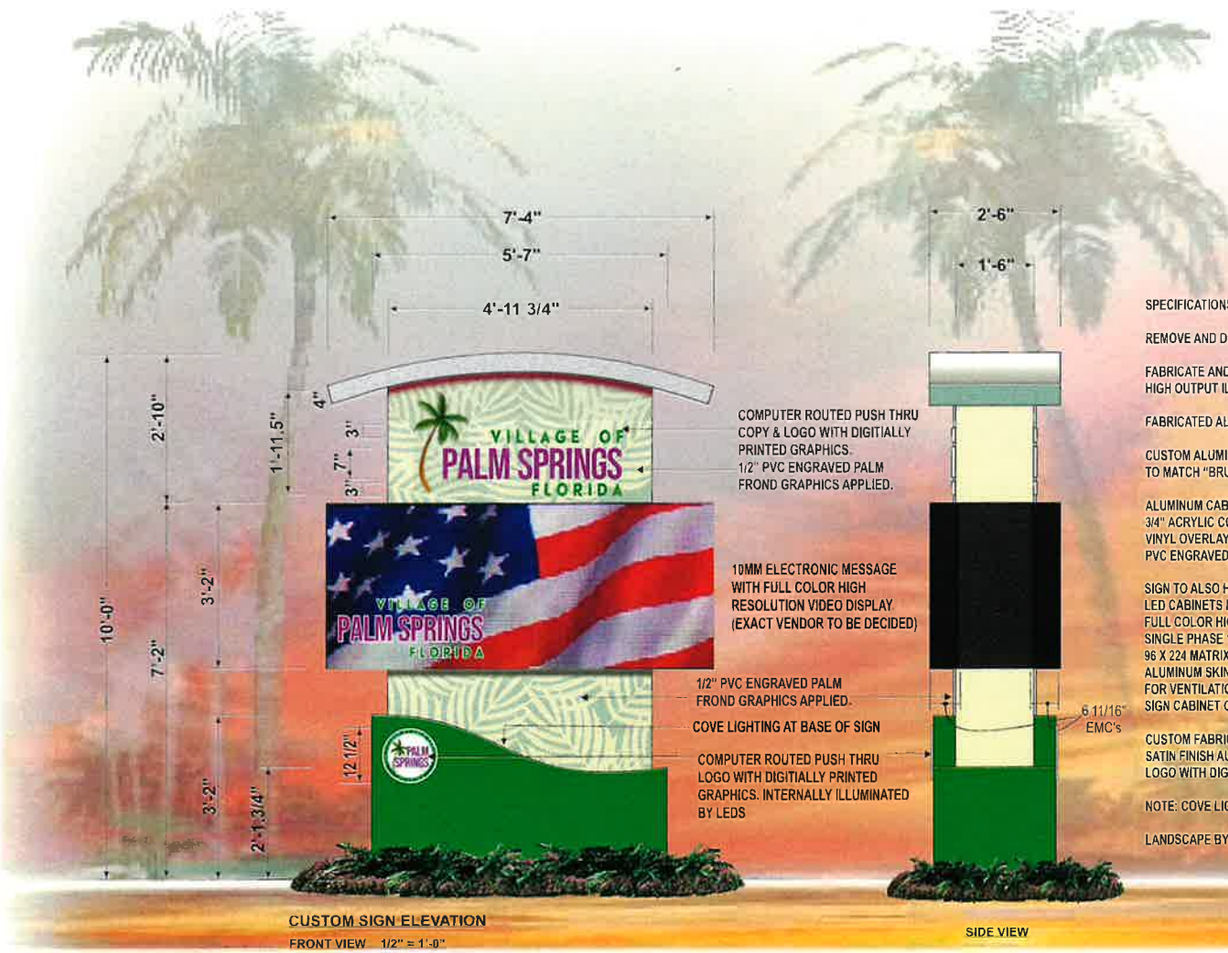
BY:_____
KIMBERLY M. WYNN, VILLAGE CLERK

REVIEWED FOR FORM AND LEGAL SUFFICIENCY

BY:_____
CHRISTY GODDEAU, VILLAGE ATTORNEY

ROPOSED FREESTANDING SIGN

73 SQ FT





EXISTING SIGNAGE

SPECIFICATIONS

REMOVE AND DISCARD EXISTING SIGNAGE

FABRICATE AND INSTALL (1) ONE D/F INTERNALLY ILLUMINATED CUSTOM DISPLAY. HIGH OUTPUT ILLUMINATION BY LEDS AS REQUIRED.

FABRICATED ALUMINUM SIGN PAINTED WITH AUTOMOTIVE ENAMEL PAINTS TOP TO BOTTOM.

CUSTOM ALUMINUM SIGN CAPS AT TOP PAINTED WITH AUTOMOTIVE ENAMEL PAINTS TO MATCH "BRUSHED ALUMINUM" COLOR.

ALUMINUM CABINET FACES TO BE 1/8" ALUMINUM CUSTOM ROUTED WITH PUSH THROUGH 3/4" ACRYLIC COPY AND PALM TREE DECORATED WITH FIRST SURFACE TRANSLUCENT VINYL OVERLAYS. INTERNALLY ILLUMINATED BY WHITE LEDS. FACES TO ALSO HAVE 1/2" PVC ENGRAVED PALM FROND GRAPHICS APPLIED.

SIGN TO ALSO HAVE ELECTRONIC MESSAGE CENTER CONSISTING OF (2) TWO SINGLE FACED LED CABINETS MOUNTED BACK TO BACK. CABINETS WILL BE APPROX. 3'-2" X 7'-4" 10MM LED FULL COLOR HIGH RESOLUTION DISPLAY. COMPUTER SOFTWARE TO BE PROVIDED. SINGLE PHASE 120V OR 240V 50/60Hz POWER SUPPLIED. RGB VIDEO DISPLAY. 96 X 224 MATRIX. 2.75 CHAR. SIZE. (EMC TO BE PROVIDED BY OPTEC OR WATCHFIRE) ALUMINUM SKIN, SEAMED AS NECESSARY WITH PERFORATED ALUMINUM FILLER BETWEEN EMCs FOR VENTILATION AS REQUIRED. FILLER PANEL PAINTED TO MATCH THE IDENTIFICATION SIGN CABINET COLOR (TBD)

CUSTOM FABRICATED ALUMINUM PYLON COVER ON BASE OF SIGN TO BE PAINTED GREEN WITH SATIN FINISH AUTOMOTIVE ENAMEL PAINTS AND TO HAVE COMPUTER ROUTED PUSH THROUGH LOGO WITH DIGITIALLY PRINTED GRAPHICS APPLIED FIRST SURFACE.

NOTE: COVE LIGHTING PROJECTING UPWARDS AT BASE (INTERNALLY ILLUMINATED BY LEDS)

LANDSCAPE BY OTHERS

VILLAGE OF PALM SPRINGS

DATE 9/03/24

DESIGNER RB

REVISIONS / DATE:

1)

2)

3)

SHEET 1 OF 1

VILLAGE OF PALM SPR
11311 North 15th Str
Tampa, FL 33

RAYMOND WEBB

This design concept is owned or being submitted to the property of KENCO 2000 INC. And shall not be reproduced or copied in whole or in part without permission of the above named owner.

KENC
SIGNS - ST ATEW
LED
FLORID
DIGITAL DISP
1539 GARDEN AV
HOLLY HILL, FL 3
386-672-1
800-526-
FAX 386-677-

Signs are intended to be installed in accordance with the installation instructions provided with the sign sections and the NEC. Authorities having jurisdiction are responsible for the ultimate decision to approve an installation.

This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and or other applicable local codes. This includes proper grounding and bonding of the sign.

www.kenco2000inc.


NEW
SIGN

Village of Palm Springs
Planning, Zoning & Building Department
226 Cypress Lane
Palm Springs, FL 33461
Phone: (561) 584-8460
www.vpsfl.org

Unified Development Application

Prior to the submission of this application, the applicant must have a pre-application meeting with Planning, Zoning & Building staff to review the proposed project submittal and processing requirements.

Pre-Application Meeting Date: 2/4/25

Indicate the type of application you are applying. Please select up to 5 of the options from the menu below.

- ☐ Comprehensive Plan Amendment (text)
- ☐ Future Land Use Map Amendment*
- ☐ Rezoning *
- ☐ LDR / Zoning Change (text)
- ☐ Plat (Preliminary)*
- ☐ Plat (Final)
- ☐ Master Sign Plan
- ☐ Temporary License Agreement
- ☐ Temporary Use Permit
- ☐ Abandonment
- ☐ Appeal
- ☐ Administrative Amendment
- ☐ Administrative Special Exception
- ☐ Site Plan (Minor / Major / PD)*
- ☐ Site Plan Amendment *
- ☐ Special Exception*
- ☐ Development Order Amendment*
- ☒ Variance (Sign)*
- ☐ Variance (Hours of Operation)*
- ☐ Administrative Variance
- ☐ Deed Restriction / Unity of Title
- ☐ Utility /Civil Plan

INSTRUCTIONS:

1. All questions must be completed on this application. If not applicable, mark ***N/A***.
2. Include all submittal requirements / attachments with this application.
3. All applicable fees are due when the application is submitted (Fees adjusted annually). Advertising, postage, and cost recovery, including professional fees incurred by the Village, will be billed to the Applicant.
4. Include mailing labels/stamped envelopes of all property owners within a 300 feet radius of affected site with signed affidavit (Application types marked with *).
5. All plans must be submitted no later than 2:00 p.m. 45 days prior to a Planning, Building & Zoning Board hearing (see schedule).
6. The applicant is responsible for addressing staff review comments in a timely manner. Any application which remains inactive for over 6 months will be removed from staff review. A new, updated, application will be required with applicable fees.
7. Applicants presenting demonstration boards or architectural renderings to the Village Council must have an electronic presentation of each board submitted to the Planning, Zoning & Building Department no later than the Wednesday preceding the meeting. Note: Representations made at the hearing, verbally or graphically, become part of the record.

STAFF USE ONLY

Application Numbers:

Date Submitted: ***# Posted Signs Required***

SECTION 1-PROJECT INFORMATION:

Project Name: Village LED Message Boards

Project Address: Village Rights-of-Way at Davis Rd. and Village Hall

Location of Property: The subject property is located approximately _____ mile(s) N, S, E, W (circle one) from the intersection of _____ & _____, on the N, S, E, W (circle one) side of _____ (street).

Shopping Center / Office Building Village ROWs

Acreage of Property: _____ Building Square Feet: _____

Density or FAR: _____ Plat Name: _____

PCN Number(s): n/a ROW

Dimensions of Property: _____

Palm Springs CRA District, if applicable: n/a

See Section 14 also.

Legal Description: (or attach separate sheet)

Sign is located within public right of way

Property History, if applicable: Describe previous applications on property (Approved Variances, Special Exception, Site Plan, etc.) Include previous application numbers and any conditions of approval.

Application #	Request	Action	Resolution/Ordinance #	Approval Date
PSV15-16	variance	approved	Res 2015-76	7/23/25
PSV15-17	variance	approved	Res 2015-76	7/23/15
PSV15-18	variance	approved	Res 2015-76	7/23/15

SECTION 2 - APPLICANT / OWNER / AGENT INFORMATION

Owner's Name: Village of Palm Springs

Owner's Address: 226 Cypress Lane

Owner's Email Address: flofaso@vpsfl.org

Owner's Phone: (561)352-5631 Owner's Fax:

Applicant, if different than Owner:

Agent:

Contact Person: Felipe Lofaso

Agent's Address:

Agent's Email Address:

Agent's Phone: Agent's Fax:

All correspondence will be sent directly to the agent unless otherwise instructed.

SECTION 3- LAND USE AND ZONING INFORMATION:

	EXISTING	PROPOSED
Zoning:	Governmental / RS / RM	Governmental / RS / RM
Land Use:	Public Buildings/Reside	Public Buildings/Residential
Use:	Right-of-Ways	Right-of-Ways
Plat:	various	various

ADJACENT LAND USE / ZONING / USE(S)

North: Public Buildings / Governmental / Public Library

South: Low Density Residential / RS / Single Family Residence

East: Public Buildings / Governmental / Playground & Recreation Amenities

West: Low Density Residential / RS / Single Family Residence

SECTION 4 - DESCRIPTION OF PROJECT (attach additional pages if necessary)
Including compliance with zoning standards and supplemental regulations

Variance requests to allow freestanding monument signs with LED messaging boards for Village / public interest announcements.

Proposed monument signs are 10' tall, 7'4" wide, and contain full color message centers 3'2"x7'4" in size.

The proposed LED messaging signs will be placed along key residential streets to inform residents of Village events and meetings, and provide notifications and information of public interest. At this time, the proposed messaging signs are be installed 1) on Davis Road (to replace the existing message sign),

The existing LED message board located on Davis Road was approved with 3 variances in July, 2015 (PSV15-16, PSV15-17, PSV15-18 - Resolution No 2015-75). These three variances remain effective and apply to the new, proposed sign. Relief from these same code provisions are requested for the other, future LED message signs: Sec 1-2, Sec 34-263(f)(2), Sec. 34-327 and are discussed further in the justification statement. An additional deviation is requested from Sec. 34-267 pertaining to the restrictions on changeable copy (monochromatic, text or numbers only with no graphcis or logos), sign height

SECTION 5- PROJECT AUTHORIZATION

OWNER CERTIFICATION

(If more than one owner, attached executed Certifications for each)

This is to certify that I am the owner of the property described in this application and that all information supplied herein is true and correct to the best of my knowledge. The undersigned hereby petitions the Village of Palm Springs Staff, Planning, Building & Zoning Board, and the Village Council to call Public Hearings upon due Public Notice in accordance with the Rules, Regulations, and Laws as promulgated by the Village of Palm Springs. The cost of which petition, and notice and other costs as promulgated by rule is hereby assumed by the undersigned.

Signature of Owner Date

STATE OF _____, COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this _____ day of _____, 20_____ by _____, who is personally known to me or who has produced _____ (type of identification) as identification and who did (did not) take an oath.

Signature of person taking acknowledgement _____

Name of officer taking acknowledgement--typed, printed, or stamped_____

Title or rank_____ Serial number_____

AGENT CERTIFICATION

This is to certify that I am the agent of the property owner described in this application and that all information supplied herein is true and correct to the best of my knowledge.

Signature of Agent Date

STATE OF _____, COUNTY OF _____

☐ The foregoing instrument was acknowledged before me by means of ☐ physical presence or ☐ online notarization, this _____ day of _____, 20_____ by _____, who is personally known to me or who has produced _____ (type of identification) as identification and who did (did not) take an oath.

Signature of person taking acknowledgement _____

Name of officer taking acknowledgement--typed, printed, or stamped_____

Title or rank_____ Serial number_____

GENERAL SUBMITTAL REQUIREMENTS FOR ALL APPLICATIONS:

- Completed Application, with original signatures, and applicable filing fees.
- Evidence of Ownership (recorded warranty deed, title policy, or attorney's opinion)
- Owner's Authorization for Agent or Applicant to file application
- Current Survey (dated not more than 12 months prior to date of submittal)
- Color Photographs of entire property
- Traffic Study or Statement as applicable
- Please submit the following using our online portal application, narratives, plans, reports and supplemental documents in pdf format (coordinate with the PZB Department for submittal)

ADDITIONAL REQUIREMENTS FOR PUBLIC HEARING APPLICATIONS:

- Radius Map and Listing of all property owners within 300 feet of the property, from the Palm Beach County Property Appraiser's Office - contact their Mapping Department at 355-2881.
- One (1) Set of Mailing Labels and Pre-Stamped Envelopes for all property owners within said 300 feet radius.
- Public Notice Sign: One sign for each street frontage shall be posted no less than 10 calendar days prior to the hearing. The sign shall be legible from a distance of 100 feet and shall contain a description of the approval being sought, the date, time and location of hearing, and a statement that the application is available for inspection in the Village Planning, Zoning & Building Department (**see attached**).
- Affidavit (**see attached**) certifying to listing and sign posting.

***Transmit traffic study directly to Palm Beach County Traffic Engineering with applicable review, and copies to the Village – TPS letter is required prior to public hearings*

SECTION 6 - LAND USE PLAN AMENDMENT APPLICATION ONLY

Existing Village Land Use/Rezoning:

Requested Village Land Use/Rezoning:

Reason or basis the land use change/rezoning is required and the intended use or uses this request will accommodate.

ATTACH: LAND USE CHANGE: Analysis of Existing and Proposed Use(s), including analysis of infrastructure/public services, natural resources, open space, affordable housing, land use compatibility, intergovernmental coordination, and consistency with adopted goals, objectives, and policies**.**

REZONING: Confirmation of the provisions of all necessary facilities and systems, including storm drainage, water supply, sewage treatment, solid waste disposal, public safety protection, recreational and park areas, school sites and any other services, where applicable.

SECTION 7 – APPEAL ONLY

Please select an option

Requirement or Code Section Being Appealed or That Is At Issue:

Summary of Decision or Condition being Appealed:

Summary of the Relief being Requested:

SECTION 8 – VARIANCE ONLY
(Administrative / Standard / Hours of Operation / Sign)

Related Applications: PSV15-16, PSV15-17, PSV15-18

Code Section: Sec 1-2, Sec 34-263(f)(2), Sec. 34-327, Sec. 34-267

Required: see attached

Request: see attached

Details of Variance Request or Appeal:

see attached

ATTACH NARRATIVE AS ADDITIONAL PAGE(s)

Chapter 34, Section 34-602 of the Code of Ordinances, Village of Palm Springs, requires a statement of special reasons or basis for the variance request. This statement should be predicated on the objectives presented in Section 34-603(b)(1) of the Code. The statement must include comments on each of the following individually:

a. Those special conditions and circumstances exist which are peculiar to the land, structure, or building involved, and which are not applicable to other lands, structures, or buildings in the same Planning, Building & Zoning district.
b. That the special conditions and circumstances do not result from the actions of the applicant.
c. That granting the variance requested will not confer on the applicant any special privilege that is denied by this chapter to other lands, buildings, or structures in the same Planning, Building & Zoning district.
d. That literal interpretation of the provisions of this chapter would deprive the applicant of rights commonly enjoyed by other properties in the same Planning, Building & Zoning district under the terms of this chapter and would work unnecessary and undue hardship on the applicant.
e. That the variance granted is the minimum variance that will make possible the reasonable use of the land, building, or structure.
f. That the granting of the variance will be in harmony with the general intent and purpose of this chapter.
g. That such variance will not be injurious to the area involved or otherwise detrimental to the public welfare.

SECTION 9 – SPECIAL EXCEPTION ONLY (Site Plan Required Also)

Requested Use:

Supplemental Regulations Applicable? Yes ☐ No ☐

ATTACH NARRATIVE AS ADDITIONAL PAGE(s)
Chapter 34, Section 34-607 of the Code of Ordinances, Village of Palm Springs, requires a statement of special reasons or basis for the special exception request. This statement should be predicated on the seven (7) criteria and factors as set forth in Section 34-607(b) of the Code. The statement must include comments on each of the following individually:

(1) The proposed special exception use is consistent with goals, objectives, and policies of the village's comprehensive plan.
(2) The proposed special exception is consistent with the Planning, Building & Zoning and zoning regulations and all other portions of this Code.
(3) The proposed special exception use is compatible with the character and use (existing and future) of the surrounding properties in its function; hours of operation, type and amount of traffic to be generated; building location, mass, height and setback; and other relevant factors peculiar to the proposed special exception use and the surrounding property.
(4) The establishment of the proposed special exception use in the identified location does not create a concentration or proliferation of the same or similar type of special exception use, which may be deemed detrimental to the development or redevelopment of the area in which the special exception use is proposed to be developed.
(5) The proposed special exception use does not have a detrimental impact on surrounding properties based on:
    a. The number of persons anticipated to be using, residing, or working on the property as a result of the special exception use;
    b. The degree of noise, odor, visual, or other potential nuisance factors generated by the special exception use; and
    c. The effect on the amount and flow of traffic within the vicinity of the proposed special exception use.
(6) That the proposed special exception use:
    a. Does not significantly reduce light and air to adjacent properties.
    b. Does not adversely affect property values in adjacent areas.
    c. Would not be deterrent to the improvement, development or redevelopment of surrounding properties in accord with existing regulations.
    d. Does not negatively impact adjacent natural systems or public facilities, including parks and open spaces.
    e. Provides pedestrian amenities, including, but not limited to, benches, trash receptacles, and/or bicycle parking.

(7) The proposed use would enhance and/or promote redevelopment of the Village, fulfill redevelopment objectives, and/or have a positive economic impact on the Village, including creating new jobs, economic growth and provide needed community-serving (neighborhood retail and commercial) uses and businesses.

SECTION 10 – SITE PLAN SUBMITTAL REQUIREMENTS

- In original submittal, using the online portal, submit (24”x36”) of the following plans listed as they pertain to the project in full sets.

- Provide all submittal materials in pdf format.

- <u>Site plan packages must include but are not limited to:</u>

1. Site Plan (see Technical Specifications in Sec. 34-685 of the Code)
2. Landscape Plan
    a. Must show all species and sizes (Florida Grade No.1 only)
    b. Tree survey of existing site
    c. Irrigation plans desired, but not required until permitting
3. Building Architectural Plans
    a. Elevations (label each side according to compass direction)
    b. Roof plan for screening of mechanical equipment
    c. Color, Material and Texture Specifications/Schedule
    d. Building colors shall include paint company name, number, and paint color name (color chips preferred)
    d. Color Rendering
    e. Details of site amenities (bike racks, benches, trash receptacles, etc.)
4. Photometric plan
    a. Must show spillover at property line
5. Boundary Survey
    a. Needs to be within the last calendar year
    b. Needs to show Acreage
    c. Needs to show proper Parcel ID number
    d. Needs to have Title Commitment Policy and number referenced, OR
    e. Abstract Survey can be used
6. Tabular data
7. Dumpster locations (include recycling)
8. Accessible pedestrian routes from street to building
9. Truck (garbage, delivery, etc.) turning radii (Auto Turn Analysis)
10. Fire Hydrant locations
11. Utility Tie-Ins
12. Adjacent Zoning
13. Ultimate rights-of-way widths and elevation of adjacent road(s)
14. Dimensions on buffers, drive isles and driveways and any other pertinent site
15. Floor Plan
16. Life Safety Plan, if applicable
17. Finished Floor Elevation
18. Sign Plans
    a. general location plan
    b. details for each sign, including dimensions and summary of sign face area, all coloring (letter, logo, backing, cabinet, etc.)

c. master sign plan specifications, if applicable

19. Paving, Grading and Drainage Plans and Drainage Calculations.

- Copy of FDOT Pre-Approval Letter, as applicable

- If proposing new residential units, School Capacity Availability Determination

RESUBMITTALS for Technical Review: **Submit a letter identifying each review comment and the revision or response provided**, together with pdf files of revised sheets, reports, narratives, and supporting documents.

PLANNING, BUILDING & ZONING BOARD DISTRIBUTION: At least 20 days prior to P&Z Board hearing, pdf files, revised per and approved by the technical review agencies.

VILLAGE COUNCIL DISTRIBUTION: At least 20 days prior to the VC hearing, pdf files, revised to address P&Z B recommendations, if required.

NOTE: Copies of any graphics or handouts used at a public hearing must be provided to the recording clerk and made part of the formal record.

NOTE: Representations made at the hearing, verbally or graphically, become part of the record, and are enforceable as part of the development order.

AFFIDAVIT CERTIFYING TO PUBLIC HEARING NOTICE REQUIREMENTS

STATE OF FLORIDA

COUNTY OF PALM BEACH

BEFORE ME, the undersigned authority personally appeared who after being sworn, stated the following:

1. That I _____ have prepared/ obtained a complete list (and the required mailing labels) of the owners of real property, together with their mailing addresses, that are within three hundred (300') feet of the subject property, as set forth in the current Official Tax Roll of Palm Beach County.

2. To the best of my knowledge, said list is complete and accurate.

3. Notice signs were posted on the premises a minimum of 10 days in advance of the public hearing. Attached are photographs of the signs showing their placement on the property and proximity to the abutting right-of-way.

_____
Signature of Affiant/Applicant

STATE OF _____, COUNTY OF _____

The foregoing instrument was acknowledged before me by means of ☐ physical presence or online notarization ☐, this _____ day of _____, 20_____ by _____, who is personally known to me or who has produced _____ (type of identification) as identification and who did (did not) take an oath.

Signature of person taking acknowledgement _____

Name of officer taking acknowledgement--typed, printed, or stamped_____

Title or rank_____ Serial number_____

PUBLIC NOTICE
VILLAGE OF PALM SPRINGS
PLANNING, ZONING & BUILDING

This property is the subject of the following request(s):

- ☐ Site Plan
- ☐ Special Exception
- ☐ Development Order Amendment
- ☐ Variance
- ☐ Planned Development
- ☐ Land Use Amendment
- ☐ Rezoning
- ☐ Other _____

Petition Number:_____
Request:_____
_____

Public hearing date(s) are as follows:

Planning & Zoning Board:

Village Council:

The public hearings indicated above are to be held in:

The Village of Palm Springs Council Chambers, 226 Cypress Lane, Palm Springs.

For Additional Information contact the Palm Springs Planning, Zoning & Building Department: (561) 584-8200 x 3. Interested parties may appear at the public hearing(s) and be heard with respect to the advertised request. The hearing may be postponed without further notice.

In accordance with ADA, documents may be requested in an alternate format. Auxiliary aids or other services will be provided upon request with at least three days' notice prior to hearing. For ADA assistance, please contact the Village Clerk's Office at (561) 584-8430.

Visit our website at: **WWW.VPSFL.ORG.**

SECTION 11 – PLANNED DEVELOPMENT (SITE PLAN)

Narrative: See objectives and performance standards in Subdivision IX and provide a narrative that outlines the proposed project's conformance with these provisions.

Waivers: Sec.34-875 (3) Requests for waivers shall be submitted in writing and shall address the following criteria:

a. The request is in harmony with and is consistent with the purpose and intent of the Village's Comprehensive Plan and Planning, Building & Zoning Code and that such waiver will not be injurious to the area involved or otherwise detrimental to the public health, safety, and welfare.

b. The request results from innovative design in which other minimum standards are exceeded.

c. The request demonstrates that granting of the waiver will result in preservation of valuable natural resources, including drainage and recharge areas, natural areas, etc.

d. The request demonstrates public benefits to be derived, including but not limited to such benefits as dedication of rights-of-way, extensions of pedestrian linkages outside of the project boundaries, preservation of open areas and use of desirable architectural, building, and site design techniques.

e. The request provides sufficient screening and buffering to screen adjacent uses from adverse impacts caused by the granting of a waiver.

f. Economic issues may not be used to justify waivers.

g. The request is compatible with existing and potential land uses adjacent to the development site.

h. Waiver requests from minimum common amenity area requirements shall further demonstrate that adequate recreation area is available in the immediate vicinity of the proposed development.

i. Waiver requests from maximum height limitations shall further demonstrate that the additional height will not adversely impact adjacent properties and appropriate setbacks are provided as building height increases.

SECTION 12 – PLAT ONLY (Site Plan or Subdivision Plan required also)

Plat packages must include but are not limited to:

1. Plat
2. Boundary Survey
    a. Needs to be within the last calendar year.
    b. Needs to show Acreage.
    c. Needs to show property Parcel ID number.
    d. Needs to have Title Commitment Policy and number. reference, OR
    e. Abstract Survey can be used.
3. Title Policy

SECTION 13 – ABANDONMENT ONLY

General Description of Area Requested for Abandonment: _____

_____

Recording Information of Area: _____

(attach a copy of instrument)

☐ Indemnification and Hold Harmless Agreement executed by the Owner indemnifying the Village and holding the Village harmless from any and all losses, claims, damages and other liabilities resulting from, or arising out of the abandonment of the property. **See attached form of agreement.**

☐ Letters of any objection to the abandonment request from all utilities and drainage districts providing service to the property, including but not limited to, Lake Worth Utilities, FP&L, Cable distributor, water and sewer service provider, public gas (if applicable).

☐ Evidence of payment of all current taxes on the subject property.

INDEMNIFICATION AND HOLD HARMLESS AGREEMENT

This Indemnification Agreement ("Agreement") is made this ____ day of _____ _____, 20___, by and between the Village of Palm Springs, a municipal corporation organized and existing under the laws of the State of Florida ("Village"), with its principal offices located at 226 Cypress Lane, Palm Springs, FL 33461, and _____ _____, whose address is _____("Indemnifying Party")

WITNESSETH

In consideration of the sum of One Thousand Five Hundred Dollars ($1500.00) and other good and valuable consideration, the receipt of which is hereby acknowledged by the parties, and to the fullest extent permitted by laws and regulations, the Indemnifying Party shall indemnify, defend, save and hold harmless, the Village, its officers, elected officials, agents and employees from any and all claims, damages, losses, liabilities and expenses, (direct, indirect and consequential) pertaining to or arising out of the abandonment of the real property which is the subject of this Application for Abandonment.

The Indemnifying Party shall pay all losses, claims, liens, settlements, or judgments of any nature whatsoever in connection with the foregoing indemnification, including but not limited to, reasonable attorney's fees (including appellate attorneys' fees and costs). The Village reserves the right to reasonably approve of the legal counsel selected by the Indemnifying Party to conduct any defense in any such proceedings, and all reasonable costs and fees associated therewith shall be the responsibility of Indemnifying Party.

The indemnification obligation hereunder shall not be limited in any way by any limitation on the amount or type of damages, compensation, or benefits payable by or for the Indemnifying Party under any policy or policies of insurance of the Indemnifying Party or a third party.

This Agreement shall not in any way be construed to create a partnership, association, or any kind of joint venture or undertaking between the parties hereto. The Village specifically reserves all statutory and common law rights and immunities, and nothing herein is intended to limit or waive the same, including but not limited to, the procedural and substantive provisions of Section 768.28, Fla. Stat., and Section 95.11, Fla. Stat., as amended from time to time.

The Indemnifying Party's obligation to indemnify, defend, and pay for the defense, or at the Village's option, to participate and associate with the Village in the defense and trial of any claim and related settlement negotiations, shall be triggered by the Village's notice of claim for indemnification to the Indemnifying Party. The Indemnifying Party's inability to evaluate liability or its evaluation of liability, shall not excuse the Indemnifying Party's duty to defend and indemnify within 7 days after such notice is given by the Village by registered mail. Only an adjudication or judgment after the highest appeal is exhausted, specifically finding the Village solely negligent, shall excuse performance of this provision by the Indemnifying Party. The Indemnifying Party shall pay all costs and fees related to this obligation and its enforcement by the Village. The Village's

failure to notify the Indemnifying Party of a claim shall not release the Indemnifying Party of the above duty to defend and indemnify.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the date first above written.

INDEMNIFYING PARTY

By:_____
Indemnifying Party

_____
Printed Name of Indemnifying Party

VILLAGE OF PALM SPRINGS

By:_____

ATTEST

_____
KIMBERLY M. WYNN, VILLAGE CLERK

SECTION 14 – CONSISTENCY WITH PALM SPRINGS CRA COMMUNITY REDEVELOPMENT PLAN

CRA District:

ATTACH NARRATIVE AS ADDITIONAL PAGE(s) to address the following:

1) Detailed Description of Proposal's Consistency with Five (5) Key Goals of CRA

2) Proposal's effect on existing conditions (identified in CRA Community Redevelopment Plan) in the CRA District

3) Proposal's ability to assist in achieving strategies and objectives of the Palm Springs CRA

Public Works Department
226 Cypress Lane
Palm Springs, FL 33461
(561) 584-8200
www.vpsfl.org

SIGN VARIANCE REQUEST: VILLAGE LED MESSAGING BOARDS

Village staff is requesting four (4) variances from the Village Code – Article IV, Signs, to permit electronic changeable message boards within road rights-of way. The proposed monument signs were custom-created as part of the Village's branding and placemaking effort and reflect the new Village logo and colors. Village Council consensus on the style and design of the proposed signs was received on February 8, 2024.

The proposed LED messaging boards utilize the Village colors (purple and green), incorporate an embossed palm background on the sign base (in keeping with the theme of proposed building panels on the police department expansion), and contain the free-form Village logo, which illuminates internally. The conceptual monument sign design is attached as Exhibit A.

At this time, one (1) LED messaging board is being proposed for variance:

1) Davis Road, adjacent to the Municipal Complex (to replace the existing sign) – FY24

The proposed sign is proposed to be located within Village road right-of-way, which will necessitate three variances, and an additional fourth variance will be needed for the full-color graphics messaging display. Staff is requesting variations from Village Code: Sec 1-2: definition of monument sign, Sec. 34-263(f)(2): changeable copy in excess of 50% of the sign face area, Sec. 34-327: placement with 0' setback from right-of-way, Sec. 34-267: full-color text and graphics; maximum height of monument sign; allowance of graphics and logos

Pursuant to Sec. 34-603(b), seven criteria should be considered prior to approval of any variance:

Special conditions and circumstances exist which are peculiar to the land, structure or building involved, and which are not applicable to other lands, structures or buildings in the same land development district.

Sec. 1-2: The proposed LED message board does not meet the code definition of a "monument" sign in that the base is narrower than the height of the sign. By definition, a monument sign is a sign with a solid base on the ground of the same or larger dimension as the height of the sign. A deviation is requested to allow for a more aesthetic sign base that is narrower at the base and at the top, with a wider display area.

Sec. 34-263(f)(2): The proposed sign contains 33.25 sf of sign face area – 12 sf comprises the Village logo and seal and 21.25 sf comprises the electronic messaging display. The changeable

copy area represents 64% of the sign face area. Village code limits the changeable copy area for a public/institutional use to 50% of the sign face area, thus a deviation of 14% is requested.

Sec. 34-327: The proposed signs is proposed to be located within swales or medians, within the public right-of-way, and not within a parcel. Strict interpretation of the code requires a 10' monument sign to be setback 20' or more from the property line. A deviation is required to allow a 0' setback.

Sec. 34-267: Changeable copy signs are limited to 8' in height with monochromatic messages and no graphics or logos. A variance is requested to allow the proposed 10' tall monument signs (a deviation of 2' in height), which place the LED message board at an appropriate height for an oncoming driver, and to allow full-color digital displays to elicit community engagement and to better highlight the public notices and event announcements being made. It is noted that full-color digital text and graphic displays have become the norm in recent years.

The special conditions and circumstances do not result from the actions of the applicant.

The proposed signs are expected to assist with meeting the Village's goal of maintaining a small town feel by promoting Village/community information, events, programs, activities, etc. The proposed monument signs were custom-created as part of the Village's branding and placemaking effort and reflect the new Village logo and colors.

Granting the variance requested will not confer on the applicant any special privilege that is denied by this chapter to other lands, buildings or structures in the same land development district.

Electronic changeable copy display signage is only permissible on governmental/educational properties. Variance requests are made on a case-by-case basis in consideration of the specific characteristics and conditions of the proposed signage, and approval of these variances does not establish a precedence. It should be noted that the School Board is not governed by Village land development regulations and is improving schools with full color digital copy messaging boards.

Literal interpretation of the provisions of this chapter would deprive the applicant of rights commonly enjoyed by other properties in the same land development district under the terms of this chapter and would work unnecessary and undue hardship on the applicant.

Literal interpretation of the Code (definition of a monument sign, maximum sign face area, sign setback, sign height, and type of changeable copy displays) were not necessarily established with modern LED messaging boards in mind. The proposed signs will be installed in locations visible to passing drivers – and therefore must be located within proximity to vehicle use areas. Electronic messaging signs have advanced technologically since 2015 when the sign code was last amended. Concerns about driver safety when reading message boards have been eliminated or reduced.

The variance granted is the minimum variance that will make possible the reasonable use of the land, building or structure.

Staff is requesting the minimum deviations necessary to place the approved signs within the Village rights-of-way.

The grant of the variance will be in harmony with the general intent and purpose of this chapter.

The majority of the requested deviations are in keeping with the spirit of the Code for placement of signage within the public right-of-way. The signs and message display area are designed at a height and size to promote legible announcements, through text and recognizable graphics, oriented to the passing driver.

Such variance will not be injurious to the area involved or otherwise detrimental to the public welfare.

The proposed LED message boards are designed with the motorist in mind and will not be detrimental to vehicular travel. Pursuant to Sec. 34-267, messages will be turned off between the hours of 10:00 p.m. and 6:00 a.m.

Thank you



FABRICATE & INSTALL ONE (1) DOUBLE FACE MONUMENT SIGN.

MESSAGE DISPLAY TO BE "DAKTONICS" 3500 SERIES, 20MM RED MONOCHROME. 5.5" CHARACTER HEIGHT.

CUSTOM CAP TO BE OF ALUMINUM OVER ALUMINUM ANGLE FRAME, WITH 1/4" X 1" FLAT BAR STANDING SEAMS. PRIME COAT & FINISH ACRYLIC POLYURETHANE.

CITY LOGO TO OF PANNED ALUMINUM, WITH DIGITALLY PRINTED LOGO GRAPHICS ON HIGH PERFORMANCE VINYL & U. V. LAMINATE OVERLAY.

BASE TO BE OF ALUMINUM OVER ALUMINUM ANGLE FRAME, PRIME COAT & FINISH SIMULATED STUCCO.

ADDRESS NUMERALS TO BE 1/4" CAD CUT PLATE ALUMINUM FINISHED TO MATCH CAP COLOR.

D/F MONUMENT SIGN LAYOUTS ***SCALE: 1/2"=1'-0"***

THIS DRAWING WAS CREATED TO ASSIST YOU IN VISUALIZING OUR PROPOSAL. THE ORIGINAL IDEAS HEREIN ARE THE PROPERTY OF FERRIN. PERMISSION TO COPY OR REVISE THIS DRAWING CAN ONLY BE OBTAINED THRU A WRITTEN AGREEMENT WITH FERRIN. SEE YOUR SALES REPRESENTATIVE OR CALL THE OFFICE OF FERRIN SIGNS INC.

FERRIN Signs
DESIGN PROPOSAL
945 26TH STREET
WEST PALM BEACH, FL.
33407
PALM BEACH: (561) 802-4242 • MARTIN: (561) 340-4865 • BROWARD: (954) 764-2042

CLIENT: VILLAGE OF PALM SPRINGS
LOCATION: PALM SPRINGS, FL.
DESIGN #009950 G
DATE: 6/17/14
SALES: R. LASHELLS
DESIGNER: C. COOPER
SCALE: AS NOTED DISK:DRAW 2014

DATE:	REVISIONS

COLOR SPECIFICATIONS:

TO BE DETERMINED

NOTICE TO CUSTOMER

ALL VOLTAGE PRESUMED TO BE 120 VOLT, UNLESS SPECIFIED OTHERWISE.

NOTE: SIGNS TO WITHSTAND 150 MPH FOR EXP. C STRUCTURES/SQ.FT. PER SQ. FT. AS PER ASCE 7-10 REQUIREMENTS.

DESIGN BASED UPON 180 MLPH, 3 SECOND GUST DESIGN WIND SPEED PER FBC 2010 EXPOSURE C.

FERRIN will endeavor to match colors where specified, we cannot guarantee exact matches due to varying compatibility of materials used. Final dimensions may vary from those shown within this drawing. An exact scaled drawing will be provided upon your request.

CLIENT APPROVAL BY:

DATE: